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Horizon 2000

General Plan

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Horizon 2000

General Plan

for the City of San Jose

**Adopted by the San Jose City Council
November 7, 1984**

This General Plan was prepared by the City of San Jose Department of City Planning based on the recommendations of the Horizon 2000 Task Force. Substantial assistance in the preparation of this Plan was provided by the Transportation Planning Division of the Department of Public Works and all other City departments.

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The Appendix to the General Plan is not included in this document, but is part of the General Plan, incorporated by reference, and is on file in the City of San Jose Department of City Planning.

- A. Open Space
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The following maps are located on the Land Use/Transportation Diagram which accompanies this text:

- Land Use/Transportation Diagram
- Scenic Routes and Trails Diagram
- City Council Districts
- Natural Resources Map
- Natural Hazards Map
- Guadalupe Corridor Light Rail Diagram

The following maps are not included in this document, but are a part of the General Plan, incorporated by reference, and are on file in the City of San Jose Department of City Planning:

- Landslide Map (Cooper-Clark), July 1974
- Landslide Susceptibility Map (Cooper-Clark), July 1974
- Fault Hazard Maps (City of San Jose, Department of Public Works), 1983
- Ground Response Map (Cooper-Clark), July 1974
- Ground Failure Potential Map (Cooper-Clark), July 1974
- Existing 1980 Noise Contour Map (City of San Jose, Department of City Planning), September 1984
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- Weak Soils Map (Cooper-Clark), July 1974
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- Piezometric Level Changes Map: 1938 to 1967 (Cooper-Clark), July 1974
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- Potential Future Land Subsidence Map, (Cooper-Clark), July 1974
- Basic Geotechnical Data Map (Cooper-Clark), undated
- Flood Insurance Rate Maps: City of San Jose, California (Federal Emergency Management Agency), August 2, 1982
- Flood Insurance Rate Maps: Santa Clara County, California (Federal Emergency Management Agency), August 2, 1982
- Flood Boundary and Floodway Maps: City of San Jose, California (Federal Emergency Management Agency), August 2, 1982

I. Introduction

A. Purpose of the General Plan

San Jose is a city in transition. Before 1950, it was a relatively small community of farms and orchards. During the 1960's and 1970's, it was one of the fastest growing cities in the nation. Population projections of recent years forecast a continuation of growth pressures in San Jose, but these projections do not consider the real, local constraints on growth. These constraints include the inevitable depletion of developable land, escalating public costs associated with growth, citizen concern with the adequacy of public services, the increasing disinclination of taxpayers to fund the public infrastructure required for growth, and the lack of alternative revenue sources for funding needed services at the local level. San Jose will continue to grow, but it can expect a transition to a more stable rate of growth.

The issue of growth is one which is central to any general plan. It has social, environmental, and economic dimensions. There are costs associated with growth, as well as with the lack of growth. The vehicle for planning the future, for making choices between conservation and development, and for defining the desirable balance between social, environmental, and economic costs is the General Plan.

A general plan is an adopted statement of policy for the physical development of a community. As such, it represents the official policy regarding

future character and quality of development. This General Plan represents the City's assessment of the amount, type, and phasing of development needed to achieve the City's social, economic, and environmental goals. It was developed with the participation of all City departments and the community at large. It is a plan which can be implemented because it is realistic and provides some flexibility. It is designed to be used by all members of the community as the policy framework for decision-making on both private development projects and City capital expenditures.

B. Format and Organization of the General Plan

The General Plan of the City of San Jose is a comprehensive long-term plan. This Plan, its elements and parts, comprise an integrated, internally consistent and compatible statement of the official land use policy of the City of San Jose. It contains a statement of development policies and includes a Land Use/Transportation Diagram as well as text which sets forth the objectives, principles, standards and plan proposals.

This General Plan meets the minimum requirements and intent of the California Government Code while accommodating local conditions and circumstances. It contains each of the elements mandated by Government Code Section 65302. Since they are intrinsically interrelated and overlapping, the elements have been combined into a consistent meaningful whole, and organized in a manner designed to meet the needs of public officials, developers, neighborhood organizations and members of the community who will use it most frequently. In order to facilitate identification of the aspects of each mandatory element, Chapter VII "Reference" includes a comprehensive list of primary page references for each of the nine mandatory elements.

Data and Analysis

An extensive amount of information was reviewed and analyzed in the preparation of this General Plan. This information was extracted from existing reports and studies which are listed in the Bibliography. Further analysis of this data is included in the Horizon 2000 Task Force Subcommittee Reports and the Environmental Impact Report which was found complete by the Planning Commission on October 11, 1984.

The background information is summarized in Chapter II. In addition, to facilitate an understanding of the context in which the goals and policies were developed, the introduction to each topical section in Chapter IV contains a brief synopsis of relevant portions of the analysis. Specific background information on open space, noise and housing is included in the Appendix to the General Plan.

Policy

The statement of development policies consists of the Land Use/Transportation Diagram and the text which, together, set forth the objectives, principles, standards and plan proposals. The Plan specifically identifies the major objectives for the Horizon 2000 time-frame in Chapter III, "Major Strategies". The Goals and Policies set forth in Chapter IV include principles, standards and plans which will guide the actions of the city in its attempts to achieve its long term objectives. The Land Use/Transportation Diagram and the Discretionary Alternate Use Policies in Chapter V are designed to enable the implementation of policies, principles, standards and plans in a realistic and flexible manner.

Implementation

Chapter VI summarizes the procedural framework for implementation that is outside of the General Plan. It includes descriptions of the City's Development Review Process, the Annual Budget Process and the Capital Improvement Program. It discusses the Annual Review and Amendment Process, which is intended to ensure that the Plan is reviewed and revised to better meet the objectives of the City. Special programs and techniques designed to aid in accomplishing the objectives of the Plan are also set forth in Chapter VI.

Perspective

Geographically, the City of San Jose is larger and more varied than most other cities. The City also has greater socio-economic diversity. It faces complex problems which it finds will only be solved by encouraging innovative and creative solutions. The General Plan must be read in this context. The General Plan must always be considered in its entirety with no single policy, principle, standard or plan read and considered in isolation. It is also necessary that the General Plan provide some flexibility and not be applied or interpreted in such a rigid manner as to impede attainment of its objectives.

The City of San Jose is firmly and resolutely committed to the objectives set forth as Major Strategies and Goals, and the General Plan is designed as a guide to action in meeting those objectives.





Horizon 2000 Task Force considering Alternatives

C. The Planning Process

By 1974, the City had adopted all of the nine mandatory General Plan elements. However, the land use and circulation elements had not been comprehensively reviewed since 1966 nor did they reflect the findings, conclusions and policies of the other elements. In 1975, therefore, the General Plan '75 program was undertaken to review the General Plan in its entirety in order to derive a comprehensive statement of City policy to guide San Jose's physical development.

Community input throughout the General Plan '75 program was provided by a two-tiered citizen participation process. The process established two groups: Planning Area Task Forces, comprised of residents and property owners in each planning area, and the General Plan Coordinating Committee, comprised of representatives of various city-wide groups and organizations as well as representatives from each Planning Area Task Force.

The result of the General Plan '75 program was a 1975-1990 Plan. This Plan was subsequently adjusted and modified many times during the Annual Review and Amendment Process, although fundamental policies remained constant. By late 1982, however, the City Council determined that another comprehensive re-evaluation of City development policies should be undertaken to keep the plan current and relevant to the

situations and concerns facing the community. Thus, in early 1983, the Horizon 2000 Program began, both to update General Plan policies and to extend the time frame of the Plan to the year 2000. The Horizon 2000 program was meant to be essentially an evaluation of the adopted General Plan. The program was directed by a 25-member Task Force comprised of representatives of each City Council District and special-interest and community-interest groups, four members of the City Council and one Planning Commissioner.

For the initial phase of the Horizon 2000 work program, the Task Force was divided into subcommittees in order to conduct fact-finding in four major subject areas: Neighborhood Facilities and Services, Citywide Infrastructure, Housing and Neighborhood Preservation, and Environmental Quality. The charge of the subcommittees included reviewing the adopted goals and strategies of the General Plan, documenting trends and forecasts, determining community needs not adequately addressed in the adopted General Plan and thoroughly investigating City facilities and service level standards.

The Task Force then selected three land use scenarios, or alternatives, for analysis after reviewing forecasts of population and economic growth. These three alternatives were used as a

basis for evaluating different levels of growth and the relationships between growth and quality of life. The Task Force also reviewed the adopted General Plan policies in detail to determine the need to alter adopted development standards and practices.

In addition, a series of community meetings, conducted during three different stages of the program, were held at various locations throughout the City. The intent of these meetings was both to inform interested citizens about the Horizon 2000 process and to receive public input in return.

Finally, for recommendation to the City Council, the Task Force selected a fourth alternative to best achieve the desired policy objectives. This fourth alternative was considered by the City Council in the adoption of the General Plan.



II. Background For Planning

An extensive array of background information was reviewed and analyzed in the Horizon 2000 Program to revise the General Plan. The purpose of this chapter is to summarize the major findings and conclusions which have influenced the goals and policies of the General Plan.

A. Natural Environment

The City of San Jose is located at the easterly side of the Santa Clara Valley. The Valley rises from sea level at the southerly end of San Francisco Bay to elevations of 150 to 400 feet easterly and southerly. The average grade on the Valley floor ranges from nearly flat to 2%.

To the southwest, the Valley gives way to the Santa Cruz Mountains, consisting of a number of complex ridges, with rugged slopes, varying in gradient from 40 to 60 percent and more. The crest of these mountains lies at elevations of 2,000 to 3,400 feet. The highest point is Loma Prieta Peak at an elevation of 3,806 feet.

The eastern edge of the Valley is defined by the Diablo Range. The range consists of several parallel ridges with slopes varying between 20 and 60 percent, with small intervening valleys. The highest point in the San Jose Sphere of Influence is Copernicus Peak (elevation 4,372 feet) near the Lick Observatory at Mt. Hamilton. The lower foothills of this range have slopes ranging from 20 to 40 percent. The crests of these foothills vary from 1,000 to over 2,000 feet in elevation.

The undeveloped areas in the San Jose Sphere of Influence support a wide variety of ecosystems. Natural communities in the region range from salt water and fresh water marshes to scrub brush, foothill woodlands and coniferous forest.

The climate in San Jose is of a typical Mediterranean type modified slightly by marine breezes from the Pacific Ocean. The principal characteristics of this type of climate are warm, very dry summers and cool, relatively rainy winters. The air quality in San Jose is dependent upon climate and topography as well as on the quantity of pollutants.

Soils in Santa Clara Valley include clay in the low-lying areas, loam and gravelly loam in the upper portions of the Valley, and eroded rocky clay loam in the hills. Agricultural land capabilities range from prime to water shed. The prime cropland is located throughout the valley floor with moderately good cropland and prime pastureland adjacent to the hills and the Bay. The ridge areas

have agricultural value as grazing land and are prime watershed lands.

Subsidence of soils has occurred on the valley floor. This problem is a result of withdrawal of ground water for agricultural, domestic and industrial use at a faster rate than natural or artificial replenishment. In addition, development over large portions of the valley floor has reduced the percolation capacity of the land, thereby reducing natural replenishment and perpetuating the subsidence. The three major ground water basins, which are interconnected and underlie nearly 30 percent of the total County area, are the Santa Clara, Coyote, and Llagas Valleys. Ground water supplies nearly 60 percent of the total water used in the Santa Clara Valley basin area and nearly all of that used in the Coyote and Llagas basin areas.

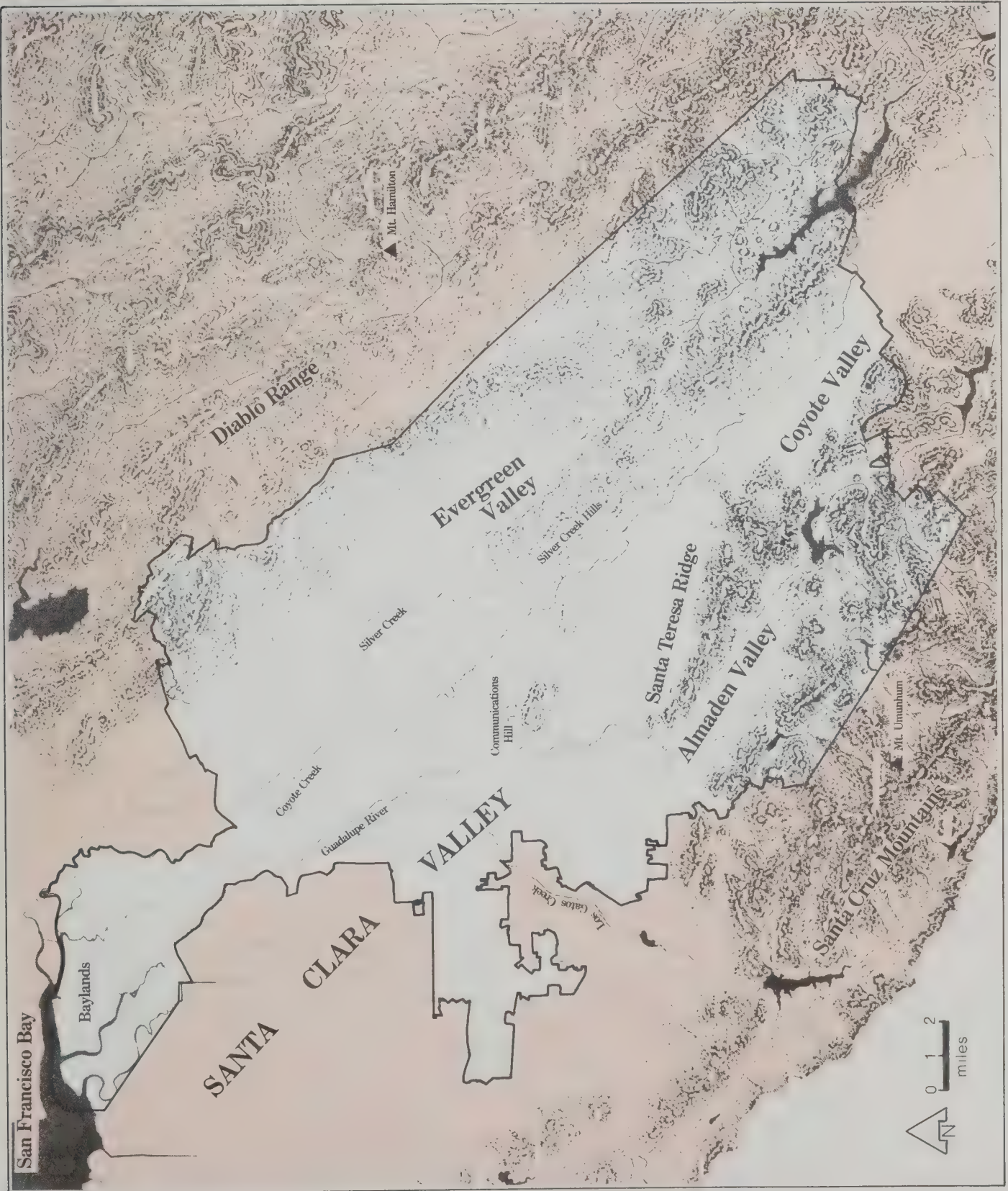
The ground water pumped from most of the existing wells in the County generally is of good quality. However, areas near the Bay experience salt water intrusion; and the migration of saline water up tidal channels causes contamination. These occurrences of salt water intrusion are possible because of the aforementioned subsidence which has resulted from historical groundwater overdraught.

San Jose is located in a region of very high seismic activity and geotechnical instability. The major earthquake faults in the region are the San Andreas near the crest of the Santa Cruz Mountains and the Hayward and Calaveras fault system in the Diablo Range. Other potentially active faults, located in both the hills and valley areas of San Jose, are the Berryessa, Crosley, Clayton, Quimby, Shannon, Evergreen, and Silver Creek faults.

The hills and mountains around the Santa Clara Valley are the source of numerous perennial and intermittent creeks. The major waterways include Los Gatos Creek, Guadalupe Creek and Alamos Creek flowing out of the Santa Cruz Mountains; Coyote Creek and host of tributaries including upper and lower Penitencia Creek and Silver Creek flowing out of the Diablo Range; and Fisher Creek with headwaters on the western side of Coyote Valley. Permanent bodies of water

Map 1

San Jose Setting



include Lexington Reservoir on Los Gatos Creek, Guadalupe, Almaden and Calero Reservoirs in the Santa Cruz Range, and the San Francisco Bay.

B. Urban Setting

The visual and functional character of San Jose is defined by the pattern and extent of the present urban uses. While there is a significant amount of undeveloped land remaining on the valley floor, the hillsides surrounding the City are an extensive land resource devoted to non-urban uses such as watershed, range lands and wildlife habitat.

Residential use is by far the most prevalent urban use in San Jose. This residential development is typified by low density, single-family detached housing. Approximately 75% of the City's housing stock is in homogeneous neighborhoods which are a product of large scale, suburban tract development on 6,000 or 8,000 square foot lots. Almost half of the housing stock has been built since 1965.

Multi-family development is characterized by two or three story moderate density apartments at approximately 25 units to the net acre. Apartments are widely dispersed throughout the City, with the largest concentrations along major streets, located in the central and western parts of the City.

Commercial development in San Jose has also taken on a distinctive character. Outside the Downtown Core Area, commercial development exists in the form of neighborhood and community commercial centers, strip commercial developments along arterial streets, and regional shopping centers. The Downtown has evolved into a financial, office, cultural and entertainment center. The commercial development pattern has responded to the dispersed residential population.

Industrial development in San Jose is distributed along the First Street/Monterey Highway axis through the City. The Central City industrial areas historically developed with manufacturing and heavy industrial uses. To the north and south of the Center City, new industrial areas are developing to accommodate the expansion of the "Silicon Valley" high technology firms.

Administrative offices, research and development and light manufacturing activities are the primary uses in new industrial areas. Some of the older, heavy industrial development is being rehabilitated and converted to new, high technology uses. The dispersal of industrial development indicates

the firms are following the labor force in the same way that retail establishments were attracted to the population growth on the fringe of the City. Most of the City's industrial development has a low profile, landscaped industrial park character.

San Jose is the largest city in Santa Clara County, both in terms of population and area. The Urban Service Area is approximately 87,000 acres, of which 22% is vacant or unused. As shown on Figure 2, about 40% of this vacant land is designated for residential development. These residential land reserves will enable San Jose to accommodate significant amounts of new housing to meet the demand created by future economic development.

As in the past, San Jose will continue to attract the medium priced, single-family home market due to the availability of land that is relatively, inexpensive when compared to the north and west areas of the County. The City of San Jose is by far the major supplier of lower-cost housing in Santa Clara County. Even though a 1984 survey conducted by the National Association of Realtors and the California Association of Realtors ranks San Jose as the third most expensive housing market for major metropolitan areas in the United States, surrounding cities, such as Los Altos and Saratoga, are included in these statistics which inflates the costs. When San Jose is compared with the local housing market in the rest of Santa Clara County, differences in costs are dramatic. As shown on the Figures 1 and 3, both rental and ownership costs, as well as values for new construction, are lower in San Jose than in the remainder of the County.

Within the local economy, San Jose supplies the greatest share of housing in the County, and is the largest market of relatively lower-cost units. The

Figure 1 Housing Costs			
	Mean Contract Rent	Owner Occupied	
		Condominium Homes	Single-Family Homes
San Jose	\$307/mo.	\$87,750	\$105,750
Remainder of Santa Clara County	\$327/mo.	\$117,181	\$138,556

Source: 1980 Census; Housing Values - Santa Clara County

Figure 2

**Vacant Land By General Plan Designation
San Jose Urban Service Area**

July 1, 1983 (Gross Acres)									
PLANNING AREA	Non-Urban	Single Family	Multi Family	Commercial	Industrial	Public Quasi-Pub.	Pub. Park & Open Sp.	Other	Total
Almaden	208.7	650.2	44.0	18.1	51.1	19.9	218.5	547.4	1757.8
Alum Rock	3.2	433.4	217.8	55.4	166.7	29.3	124.1	15.5	1045.3
Alviso	0	13.1	0	7.8	731.3	272.2	0	62.6	1086.9
Berryessa	134.9	399.2	368.9	18.0	664.4	14.1	97.2	0	1696.8
Cambrian/Pioneer	0	18.2	137.7	38.4	14.9	0	1.0	0	210.1
Central	0	39.4	57.1	26.6	110.0	13.7	7.1	95.2	349.0
Coyote	0	0	0	0	779.1	0	0	0	779.1
Edenvale	784.6	546.9	353.2	59.9	984.7	82.4	250.4	8.0	3070.1
Evergreen	1069.0	3765.8	175.7	67.7	509.6	128.1	177.5	5.5	5898.8
North San Jose	0	0	0	74.7	1426.9	104.2	29.0	0	1634.7
South San Jose	439.3	66.5	216.5	29.7	506.2	36.5	89.2	0	1383.9
West Valley	0	8.2	57.6	18.1	0	2.2	7.8	0	93.9
Willow Glen	0	28.6	66.6	29.9	1.6	2.2	9.5	0	138.4
Total	2639.6	5969.4	1695.1	444.1	5946.4	704.8	1011.3	734.2	19144.9

NOTE: The total indicated on this figure may vary from the total vacant area in the Urban Service Area as used elsewhere in this discussion. The difference is due primarily to the vacant tation corridors not enumerated here. The "Non-Urban" category includes the General Plan designations of Non-Urban Hillside and Rural Residential. The "Other" category includes Private Recreation, Private Open Space, Agriculture, Airport Approach Zone, and the various special Core Area designations.

Source: Department of City Planning

Figure 3 New Housing and New Housing Construction (1983)				
	Number of Single-Family Units	Mean Value	Number of Multi-Family Units	Mean Value
San Jose	1,602	\$64,234	2,387	\$35,483
Remainder of Santa Clara County	1,071	\$114,425	721	\$50,666
Percent Construction in San Jose	60%		77%	

Source: California Construction Trends, Security Pacific National Bank

existing supply, in conjunction with the future development of new housing units on existing residentially designated vacant land reserves, clearly indicates that San Jose will continue to provide a disproportionate share of new housing, and the most affordable housing in Santa Clara County.

C. Jobs and Housing

The concept of a balance between the number of jobs and resident workers (referred to as “jobs and housing”) is integral to this General Plan and to an understanding of the regional urban setting. Since the number of jobs is an indicator of economic development, the balance or imbalance between jobs and housing in a jurisdiction is an indicator of the relative strength of the tax base. The jobs and housing equation has transportation implications as well, since an imbalance implies a net in-commute or out-commute of workers.

In 1975, the analysis for the General Plan indicated that Santa Clara County as a whole was relatively well balanced in terms of employment and resident workers. However, at that time, San Jose was not equitably sharing in the benefits of this balanced economic condition. Most of the employment opportunities in the County were located in the cities surrounding San Jose, while San Jose had a much higher proportion of the County’s population. Thus, San Jose was the bedroom community for the employment centers in other cities. Between 1975 and 1980, this imbalance between San Jose and the other cities in Santa Clara County intensified. During this time frame, San Jose experienced 56% of the County’s housing growth but captured less than 40% of the new jobs created in the County.

The 1980 Census reported that there was an average of 1.45 workers per household in San Jose. The 236,896 households in San Jose therefore housed about 343,500 workers. Since the California Employment Development Department reported 269,285 jobs located in San Jose, there was a net out-commute of 74,215 workers from San Jose each day. Thus, nearly 22% of San Jose’s resident labor force commuted to other cities, primarily to the north and west. The fact that there is severe peak hour congestion on routes between San Jose and North County cities is directly attributable to the jobs and housing imbalance within the County.

While San Jose’s deficit of jobs compared to housing was worsening in the 1975 to 1980 period, the County was developing an overall deficit of housing as compared to jobs. Whereas

in 1975 there was no appreciable net commute across County lines, in 1980 there was a sizeable in-commute to Santa Clara County from neighboring counties. Thus, the oversupply of jobs in other cities in Santa Clara County was so large that it required even more housing for workers than was being supplied by San Jose’s net out-commute of resident workers.

The City of San Jose does not have sufficient fiscal resources to provide desired levels of City services, due in large measure to the fact that there is an imbalance of some 22% of San Jose’s housing (or 51,200 dwelling units) in excess of the non-residential tax base. A basic premise of this Plan is that San Jose’s fiscal deficiencies can be improved under the current local government revenue structure only through attaining a better balance of jobs and resident workers. This means, in effect, that there needs to be more new economic development than new housing development. Another basic premise of this Plan is that a city’s share of the regional housing need should be equivalent to the housing demand induced by employment in that city, particularly since the city with employment has the tax base to support services to residential land uses. Thus, San Jose should not assume the responsibility for housing workers employed in other cities.

D. Fiscal Setting

A recurring theme in the Horizon 2000 Program was a desire to improve the levels of Police, Fire, Parks, Library and other services which the City provides to the community. The level of service standards for the City endorsed by the Horizon 2000 Task Force are not provided because of San Jose's inadequate tax base, not because the desired levels of service are unreasonably high. Figures 4 and 5 document San Jose's relatively poor per capita revenues when compared with either other large cities in California or other "full service" cities in Santa Clara County. (These figures compare only sales and property tax revenues since they are the only common revenue sources from jurisdiction to jurisdiction).

Since cities within Santa Clara County share the same local economic system, tax revenues per capita should be similar. However, as shown on Figure 5, the prosperity in the metropolitan area is not spread equally between cities. There are basically two reasons for San Jose's lower revenues. First, San Jose has proportionally less economic development than other full service cities in the County: commercial land uses where most sales revenues are generated, and industrial land uses which are important for property tax

revenues. The jobs-per-household figures in Figure 5 show the general correlation between employment and tax revenues. Because there is proportionally less industrial development in San Jose, residential land uses provide a greater share of property tax revenues. Since housing in San Jose is less expensive than housing in the remainder of the County, San Jose also receives less property tax revenue per dwelling unit than other cities.

Based on their geographical proximity, costs for local government should also be similar. When total per capita expenditures for Police, Fire, Library and Parks and Recreation services are compared, the City of San Jose spends less money than the other four Santa Clara County cities listed in Figure 5. The differential is even more dramatic when Police services are eliminated. A 21% increase in the City's operating budget, or \$41,000,000 for Fiscal Year 1983-84, would be required to meet the desired service levels identified as service level goals in this Plan. If resources were available to meet this increased cost, the per capita expenditures for the City of San Jose would then be closer to the expenditures of other local cities.

Figure 4 Fiscal Comparison of California Cities Exceeding 250,000 Population*				
1981-82 Fiscal Year				
City	Population	Property & Sales Tax Revenue Per Capita	Property Tax Revenue Per Capita	Sales Tax Revenue Per Capita
1. Oakland	344,935	\$184	\$124	\$60
2. Los Angeles	3,038,750	\$165	\$101	\$64
3. Sacramento	285,403	\$159	\$87	\$72
4. Long Beach	370,445	\$142	\$87	\$55
5. San Diego	895,505	\$132	\$65	\$67
6. San Jose	658,924	\$109	\$51	\$58

* Excludes San Francisco (pop. 691,924) which, as a "City and County", receives property tax revenues for functions normally assumed by a county government (e.g., welfare, hospital, jail, courts, etc.)

Source: Annual Report 1981-82 Financial Transactions Concerning California Cities, Ken Cory, State Controller.

Figure 5

Fiscal Comparison of Full Service Cities in Santa Clara County

1981-82 Fiscal Year

City	Population ¹	Property & Sales Tax Revenue Per Capita	Jobs Per Household ²
1. Santa Clara	87,709	\$224	2.88
2. Palo Alto	55,406	\$217	2.72
3. Mountain View	59,847	\$192	2.01
4. Sunnyvale	108,582	\$180	2.79
5. San Jose	658,366	\$109	.99

1. Source: Annual Report 1981-82 Financial Transactions Concerning California Cities, Ken Cory, State Controller.

2. Source: Projections 83, ABAG, 1980 Data.

Because of the constraints imposed by State law, options for improving local government revenues are limited. Increased revenue from an industrial and commercial tax base is the most practical means of providing residents with reasonable levels of municipal services.

E. Demographics and Projections of Population

In planning for future growth, the total increase in population and the demographic characteristics of the population (household size, age and sex, workers per household) are important considerations. Population growth is a function of both natural increase and migration into or out of an area. The rate of natural increase, including births (fertility) and deaths (morbidity), has remained fairly constant over the past several years. Migration, however, is dependent on a wide variety of factors including current and anticipated economic conditions, allowed land uses, service capacities, and the difficult-to-quantify "quality of life." In addition, migration is frequently a function of a larger geographic area or economic region. For example, migration into San Jose has historically been influenced by employment growth throughout Santa Clara County.

As part of the Horizon 2000 update of San Jose's General Plan, a computer model was used to project population changes using the Cohort Component method. Using this method, five-year age groups of the population by sex ("cohorts") are aged and are subjected to varying demographic factors at each age bracket. For instance, all women between the ages of 20 and 25 in a base year will be subject to certain fertility and morbidity rates; the surviving women will then be aged 25 to 29 five years later, subject to the different fertility and morbidity rates associated with the older age group; and so on. As children are born, they are assigned to the 0 to 5 bracket and are thereafter aged. In-migrants are added into cohorts as they arrive and are aged along with the rest of their particular cohorts.

The model projects a population for San Jose's Sphere of Influence, the area of maximum potential expansion for the City. Because no one can ever precisely predict what will occur in the future, a range of mathematical factors and assumptions is used. These assumptions can be generalized as follows:

- An increasing birth rate until 1990 followed by a slightly declining birth rate through 2000.

- A slightly decreasing morbidity rate through 2000.
- Continuing in-migration, comprised primarily of persons less than 35 years of age.
- Increasing participation in the labor force by women.

Projections are not inevitable outcomes. Rather, they are calculations of a future condition if assumptions are proven valid. Using the above assumptions, the future population for San Jose will be characterized by the following:

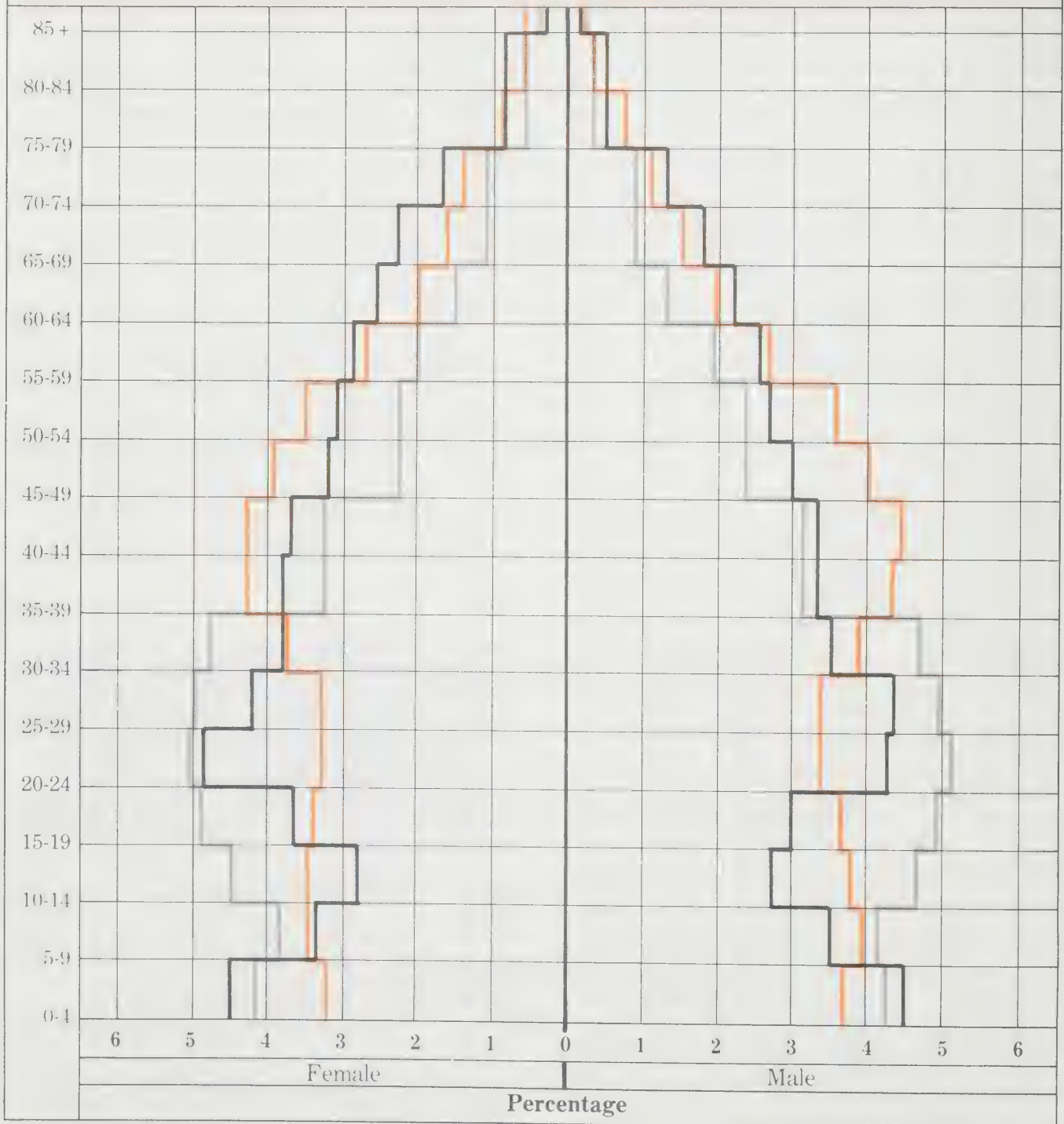
- A total population in the year 2000 of between 887,400 and 1,067,800 persons, with a figure of around 928,000 persons being most likely.
- An older population, with a median age of 34 to 36 years in 2000 as compared to the median age of 27 years in 1980.
- In-migration and natural increase each accounting for about one-half of the population growth between 1980 and 2000, in contrast to pre-1975 trends when in-migration accounted for over half of the population growth.



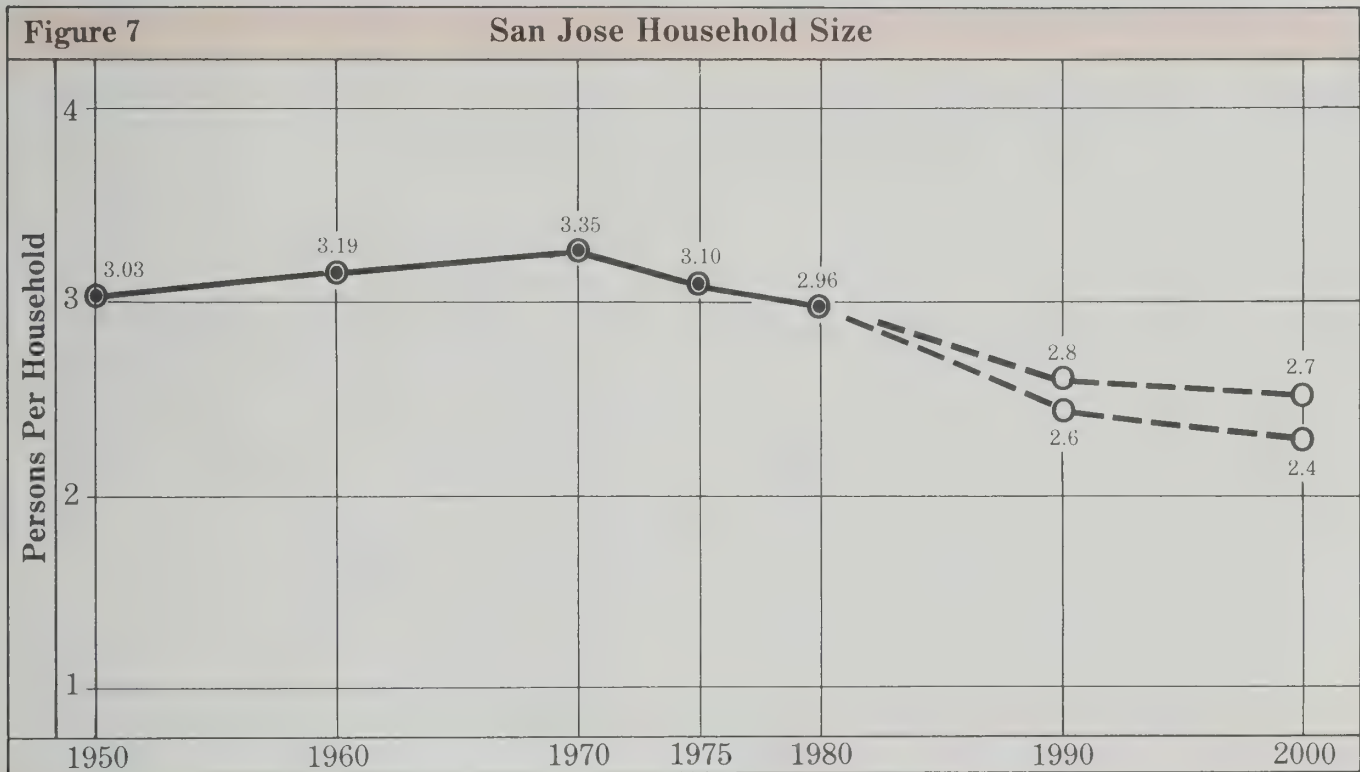
Figure 6

Age/Sex Composition of San Jose Population

1950, 1980, 2000



Source: Department of City Planning



Source: Department of City Planning

- Continuing declines in average household size, dropping from approximately 3.0 persons per household in 1980 to between 2.4 and 2.7 persons per household in 2000.
- New household formation increasing at a faster rate than population growth.
- Due to the declining persons per household and increasing household formation rates, the average number of workers per household will rise only moderately from 1.45 in 1980 to as high as 1.59 by 2000.

The above projections are “unconstrained”; that is, they assume that no sociological or public policy limitations on population growth will occur.

F. Projections of Employment and Economic Activity

San Jose is an economic, as well as geographic, component of Santa Clara County. Trends in economic activity in the County as a whole will largely determine economic trends in the City.

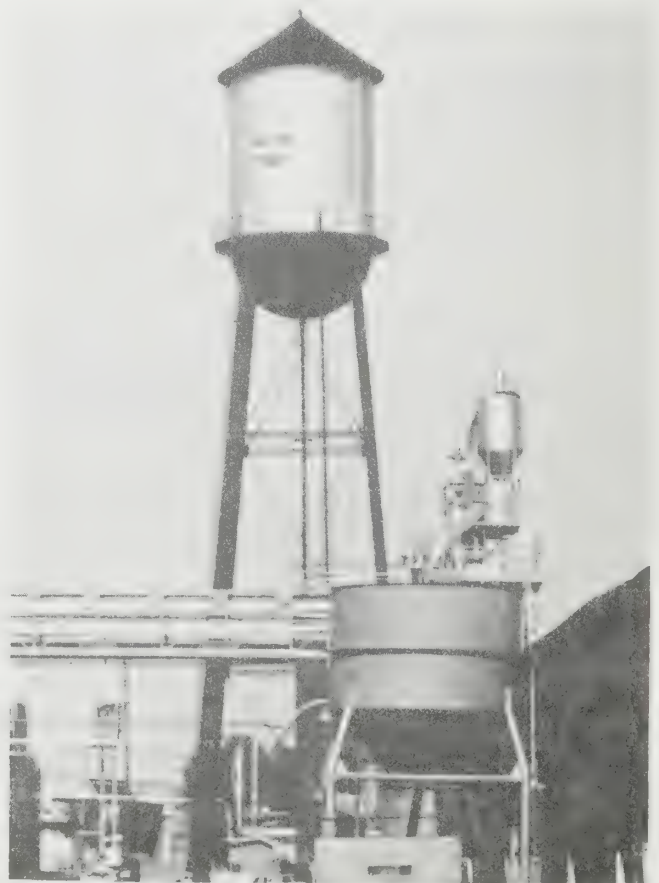
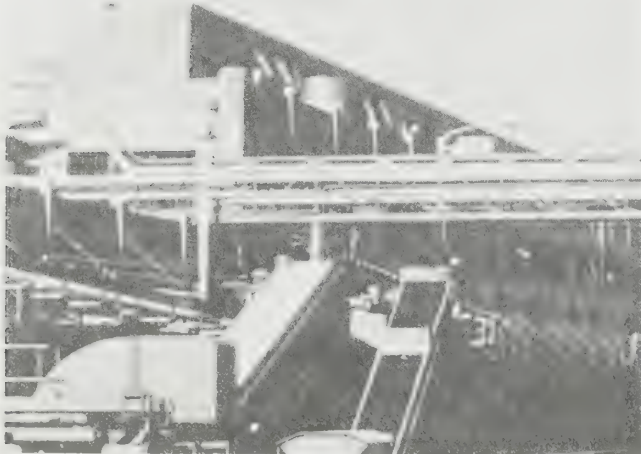
County-wide employment growth from 1980 to 2000 is expected to follow general patterns established since World War II. Highlights of these historic growth patterns from 1950 to 1980 are:

- A 500 percent increase in total employment from about 110,000 jobs in 1950 to 723,100 jobs in 1980.
- Increases faster than the overall rate were experienced in Manufacturing (1000 percent increase), Services (700 percent increase) and Government (600 percent increase).
- An increasingly larger share of the Manufacturing sector was devoted to "high technology" products which have given Silicon Valley its name, including: computers and peripherals; calculators; communications equipment; electronic components such as semiconductors, circuit boards and CRT's; missiles and space vehicles; and instruments.
- Agriculture and Mining sectors recorded an actual decline in the number of jobs.
- Most other sectors recorded increases in numbers of jobs, though at slower rates than total employment growth.

- The four-year period from 1975 to 1980 witnessed the creation of 174,500 jobs, an unprecedented growth of employment equaling 25 percent of the total number of 1980 jobs in the County.

Total employment is projected to increase to between 992,000 and 1,073,000 jobs in 2000. This represents an "unconstrained" forecast, which assumes no barriers to economic expansion and growth. The anticipated 1980-to-2000 increase of between 269,000 and 350,000 jobs would represent a slower rate of employment growth than was experienced in Santa Clara County in the late-1970's. However, this growth rate still exceeds the anticipated growth rates for California and the nation as a whole.

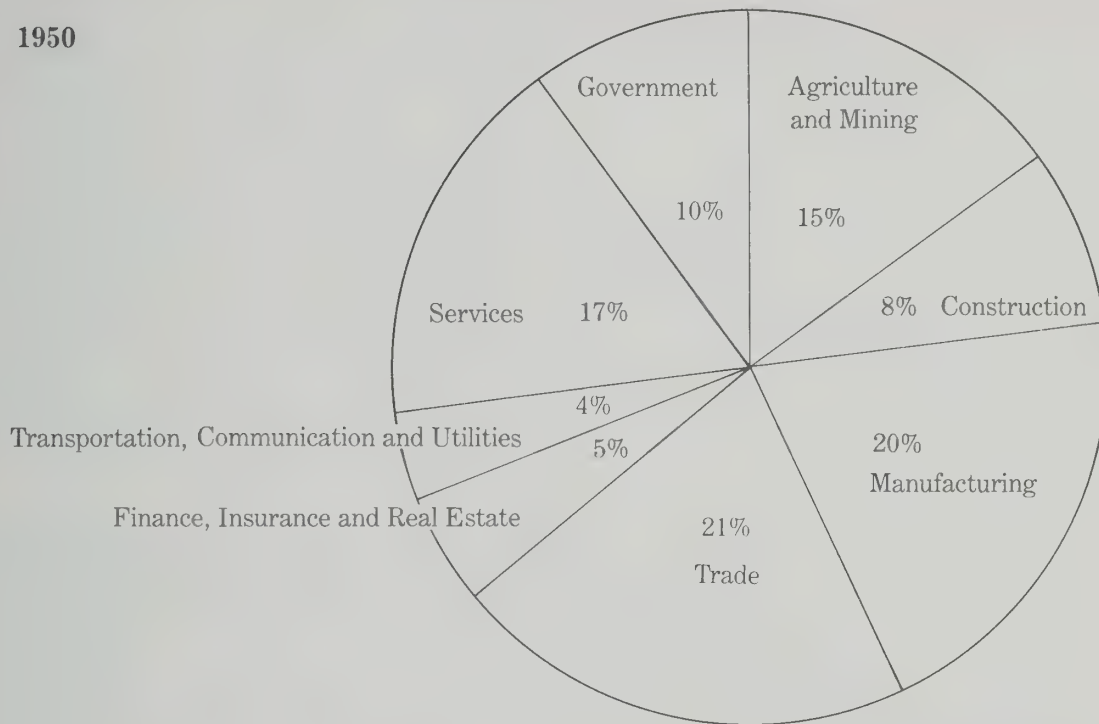
Those sectors of the County's economy which will show the highest rates of growth are Services, Wholesale Trade and Manufacturing. In each of these sectors, high technology products and ser-



Del Monte Cannery on Auzerais Street

Figure 8 The Changing Composition of Employment, by Industry
Santa Clara County 1950 and 1980

1950



1980

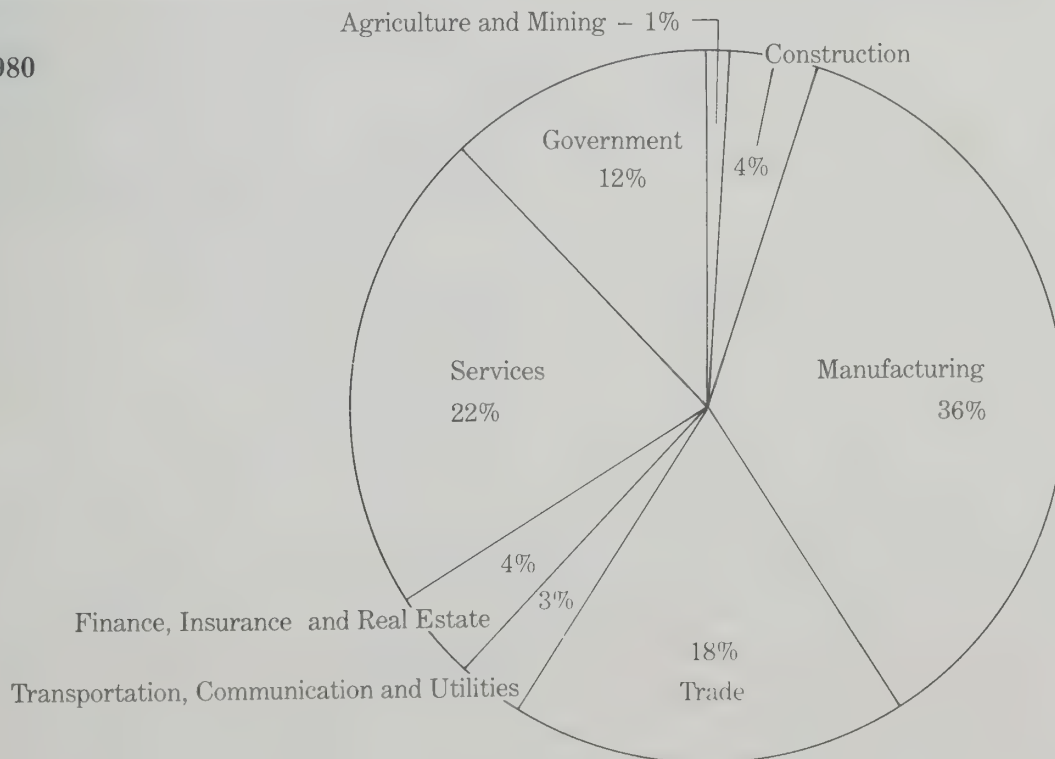
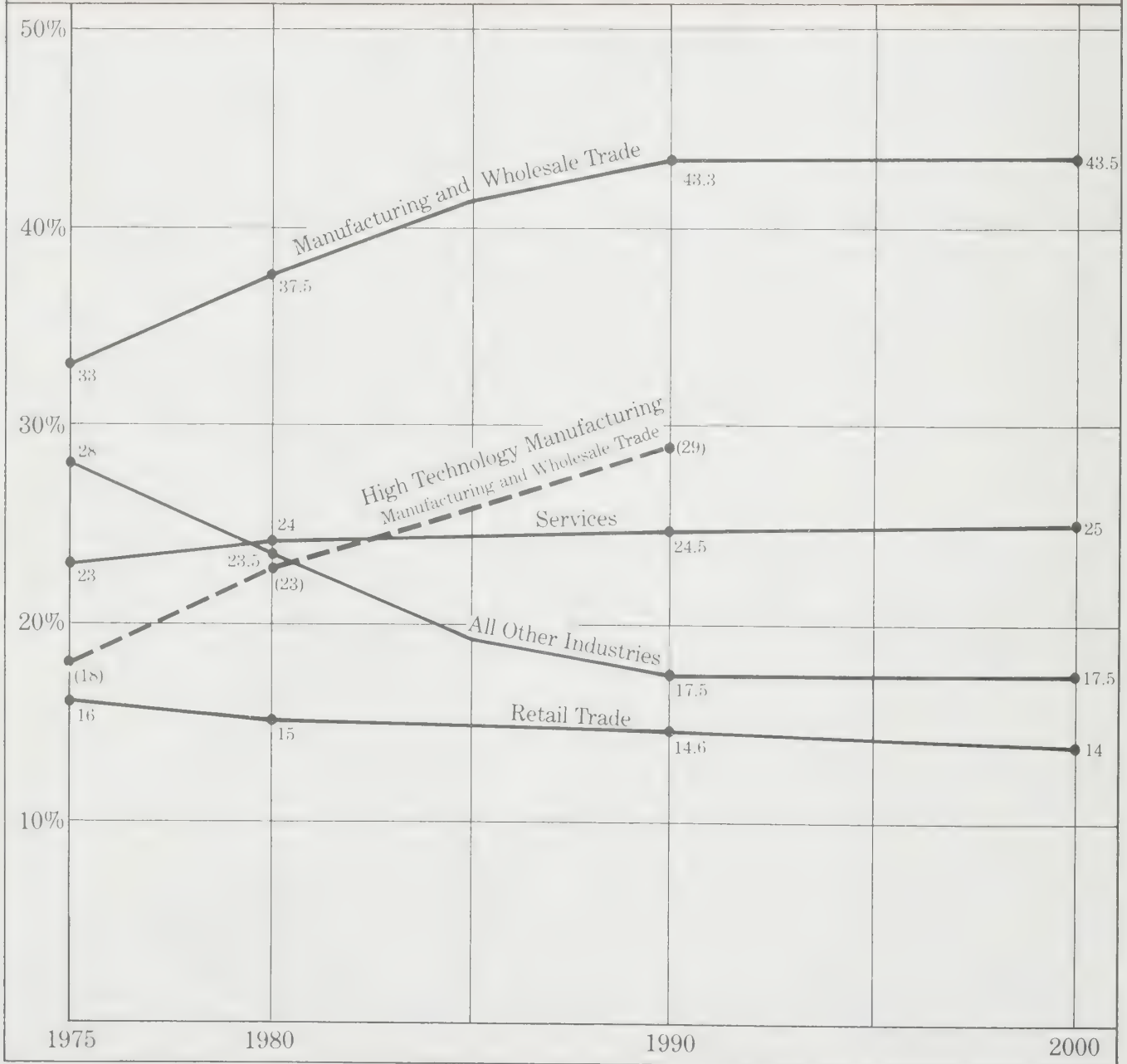


Figure 9 **Projected Shifts in Shares of Employment, By Industry**
Santa Clara County 1975-2000
 (Percentages of Total Employment)



Source: Department of City Planning

vices will predominate. It is expected that local employment expansion by high technology manufacturing firms will be primarily in the administrative headquarters and research and development functions, with expansion of fabrication and assembly operations occurring in other regions for the most part. Programming and computer services will be a high growth industry. Agriculture and food processing will show actual declines in numbers of jobs. All other sectors should experience growth, but at rates slower than overall employment growth.

The faster rates of growth in the high technology sectors and the fact that high technology employment growth in Santa Clara County will be largely white collar implies a continuing demand for a well-educated and highly skilled labor force.

It is not known what proportion of the County's employment growth will develop in San Jose. The location of employment growth can be directly affected by public policy incentives such as infrastructure expansion and housing production. For example, San Jose has been more successful in attracting economic development since the establishment of redevelopment projects in the mid-1970's. San Jose has a sizable inventory of vacant land to accommodate future employment and continues to provide most of the new housing in Santa Clara County. Finally, the policy to develop a high-technology Campus Industrial center in the Coyote Valley is the City's most recent initiative to improve its economic base.

G. Land Use/Transportation Diagram Development

The questions of how much future population and economic growth should be accommodated in the City of San Jose by the year 2000, where should it occur, and when should it occur, were fundamental issues addressed by the Horizon 2000 General Plan update program. A basic premise of the Task Force process, and one embodied in this Plan, is that growth can be planned and directed to achieve beneficial ends, and that the magnitude and location of growth is, therefore, of direct concern to the residents, businesses and taxpayers of San Jose. Another major factor considered by the Task Force in the development of the Plan was the realization that a significant portion of the planned City was already developed. The overall development pattern of the City has been established, thereby limiting the range of options to be considered in the design of the Plan.

The process of planning the future growth of the City began with an analysis of the projected population and economic growth for San Jose to the year 2000 (see Sections E and F above). The primary question which faced the Horizon 2000 Task Force was how much growth could reasonably be accommodated in San Jose while maintaining and enhancing the quality of life, given:

- The finite capacities of roads, sewers and other infrastructure facilities.
- The necessity for providing other City services such as Police and Fire protection, Parks and Recreation and Libraries at levels of service acceptable to the community.
- The need to generate the revenues required to fund new facilities and ongoing services.
- The desirability of preserving environmental resources and avoiding environmental hazards.
- The imperative of providing opportunities for the residents of the community to fulfill their social and economic aspirations.

In order to assess the impacts of future growth on the City, alternative levels of housing and employment growth were considered. These alternatives were chosen through a process of identify-

ing many possible growth options and selecting those few which seemed most realistic. The first step in the process was the definition of ranges of strategies or policy statements in three major categories:

Physical Development and Environment

included such choices as infill development versus outward expansion of the urban area; higher density versus lower density housing; the proximity of jobs and housing; the potential for hillside development; and whether some of the valley floor land should remain undeveloped throughout the time frame of the General Plan.

Facilities and Services included such questions as improving the quality and quantity of City services; assessing the relationship between growth and changes in levels of service; and assigning the responsibility for funding various facilities and services based on benefit.

Population and Economic Growth included the basic issues of how much growth should be planned for San Jose; whether growth should be accommodated only to the extent that it meets City goals; and what is the proper mix of residential and non-residential development in the jobs/housing balance.

The numerous possible concepts for San Jose's future resulting from the combination of these strategies were narrowed to three. A range of between 78,000 and 102,000 new dwelling units and between 183,000 and 284,000 new jobs were assumed in the three alternatives for the 20 years between 1980 and 2000. The number of dwelling units was derived by applying different densities of development to variously situated properties, not by targeting some total amount of growth to be accommodated. The number of new jobs varied according to different assumptions as to the rate of San Jose's capture of County-wide employment growth. Figure 10 summarizes the key characteristics of the three alternatives.

In these three alternatives, only Alternative III with the largest amount of economic development included a nominal amount of additional land for industrial development. The land already designated in the existing General Plan as of 1983 for industrial use was deemed sufficient for

Figure 10 Horizon 2000 General Plan Alternatives		
Key Concepts		1980-2000 Planned Growth
Alternative I	<ul style="list-style-type: none"> • Maintain planned urban boundaries. • Encourage infill and reuse of urban land. • Provide 52% of Countywide job growth. • Balance new jobs and new housing. 	<ul style="list-style-type: none"> • 78,000 new housing units • 183,000 new jobs • 193 industrial acres absorbed per year
Alternative II	<ul style="list-style-type: none"> • Combine infill with expansion for residential development. • Provide 63% of Countywide job growth. • Balance new jobs and new housing. 	<ul style="list-style-type: none"> • 83,000 new housing units • 221,000 new jobs • 238 industrial acres absorbed per year
Alternative III	<ul style="list-style-type: none"> • Outward expansion for residential and industrial development. • Provide 81% of Countywide job growth. • Balance total jobs and housing in 2000. 	<ul style="list-style-type: none"> • 102,000 new housing units • 284,000 new jobs • 309 industrial acres absorbed per year

Source: Department of City Planning.

Alternatives I and II (and even for most industrial development in Alternative III), both in terms of overall holding capacity and in terms of the varying needs of different industrial users. Additionally, to avoid adverse effects on existing neighborhoods, the development potential of most vacant infill residential properties in the urban area was not altered from the planned land use as of the existing 1983 General Plan. Finally, each of the three alternatives incorporated a greater emphasis on private redevelopment than had been historically experienced. This new direction reflected emerging opportunities for the re-use of already developed properties, including surplus school sites, closed canneries and other outmoded industrial facilities and marginal or abandoned commercial buildings, particularly in strip commercial areas.

The environmental, fiscal and transportation analyses of these three alternatives lead to the selection of an Alternative IV by the Horizon 2000 Task Force. It was this alternative which formed the basis for the Land Use/Transportation Diagram and development policies contained in this Plan. The key concepts of the Plan include:

- Combine infill with expansion for residential development.
- Provide 52% of County-wide employment growth.
- Move toward a balance of City-wide jobs and housing by providing more jobs than housing between 1980 and 2000.

These key concepts translate into planned growth in the City of 75,000 new housing units and

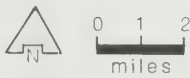


Figure 11

Planned Growth (1980-2000)
Households, Population and Employment

Planning Areas	Existing-1980				20 Year Incremental Change				Year 2000 Projections			
	Residential			Non-Res	Residential			Non-Res	Residential			Non-Res
	Single Family	Multi-Family	Population	Employment	Single ² Family	Multi- ² Family	Population	Employment	Single Family	Multi-Family	Population	Employment
Almaden	8190	630	31800	10367	2940	800	8300	4000	11130	1430	40100	14350
Alum Rock	22570	9070	100900	19850	3020	3800	6800	2650	25590	12870	107700	22500
Alviso	550	50	1900	917	80	60	200	6300	630	110	2100	7200
Berryessa	12010	2350	49300	16994	2120	4040	17200	8700	14130	6390	66500	25700
Cambrian/Pioneer	15040	5290	60500	13063	560	2870	1900	2950	15600	8160	62400	16000
Central	14130	16270	78500	70510	640	6150	6300	29900	14770	22420	84800	100400
Coyote	1020	70	1800	3613	0	8870	24100	25050	1020	8940	25900	28650
Edenvale	25910	6240	99500	25310	4130	7710	24900	31900	30040	13950	124400	57250
Evergreen	8440	2730	41800	7112	8880	2950	40300	9450	173200	5680	82100	16550
North San Jose	1500	330	6200	36431	0	40	(600)	47000	1500	370	5600	83450
South San Jose	12010	5940	54400	15892	510	8210	21300	5400	12520	14150	75700	21300
West Valley	18930	16890	90800	29217	790	1100	(3400)	2200	19720	17990	87400	31400
Willow Glen	18800	9990	70900	19829	920	1850	(2300)	2500	19720	11840	68600	22350
City-wide Totals ¹	159330	75970	691000	269105	24590	48460	145000	178000	183940	124420	836000	447100

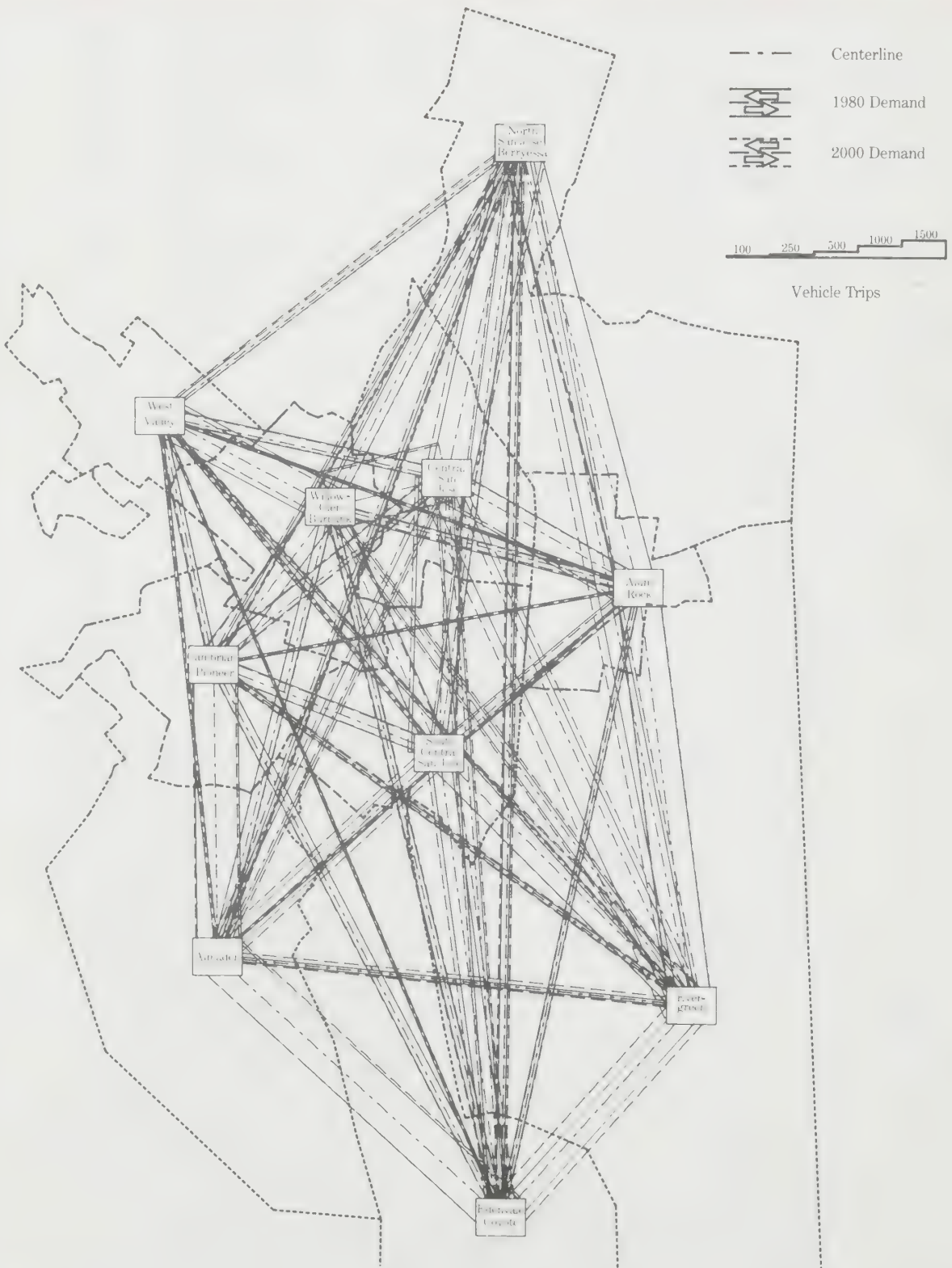
¹ Totals include existing residential within Calero and San Felipe.

² Annual vacancy rate is 1.4%.

Source: Department of City Planning.

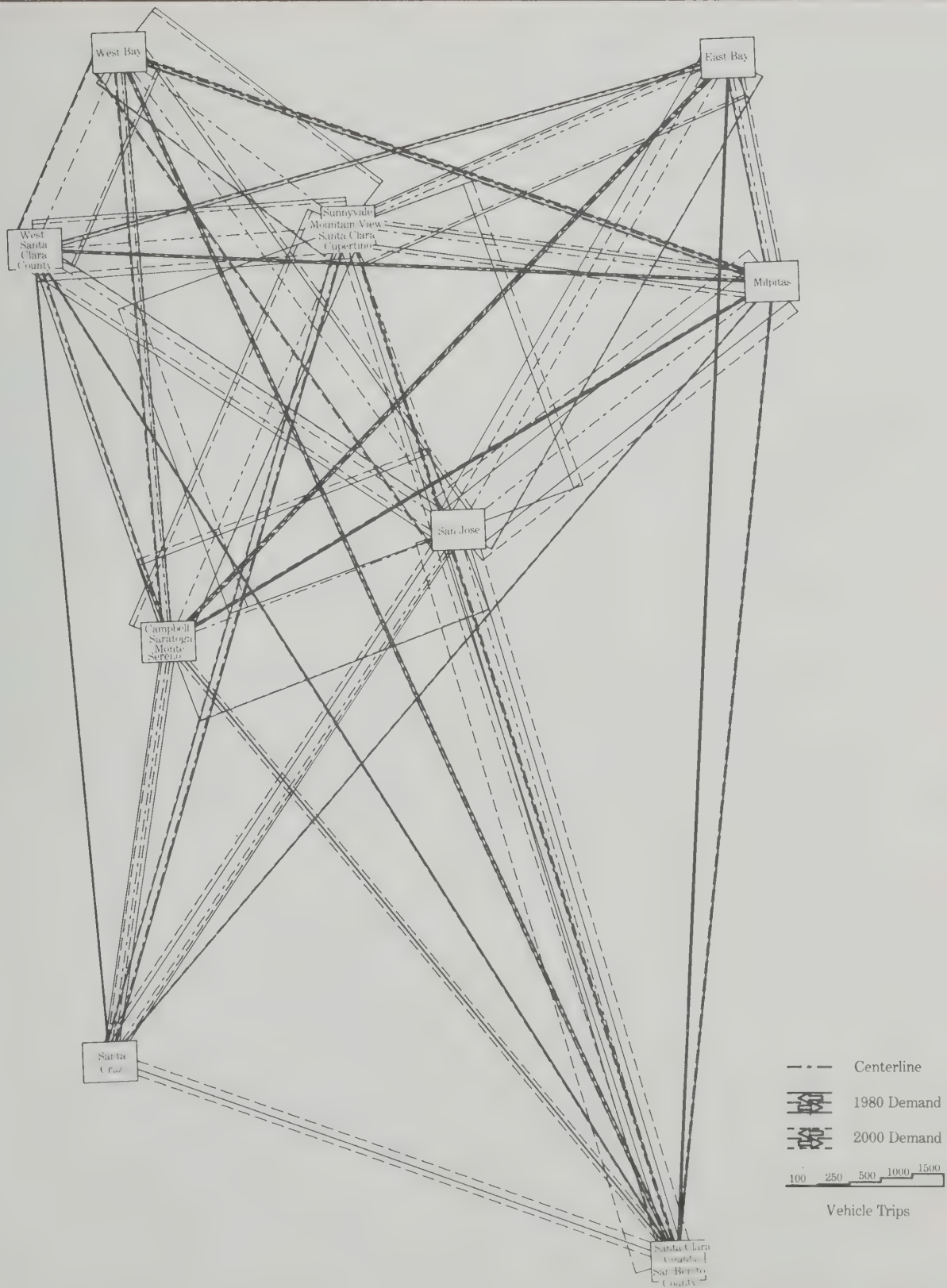
Map 3

Year 2000 Simulated Travel Desire for San Jose: PM Peak Hour Vehicle Trips



Map 4

Year 2000 Simulated Travel Desire for Bay Region: PM Peak Hour Vehicle Trips



Source: TRANPLAN, Department of Public Works

178,000 new jobs by the year 2000. This growth is less than that assumed for any of the first three alternatives. (Refer to Figure 10). Based on the vacant land inventory, Figure 11 indicates the geographic sub-areas of the City where the planned residential and economic development is expected to occur. The Land Use/Transportation Diagram and policies of this Plan reflect and are consistent with the growth planned for the City of San Jose to the year 2000.

The employment growth shown in Figure 11 represents the anticipated distribution of new jobs. However, the total number of new jobs should be regarded as the more meaningful figure, as the location of new job growth could achieve maximum "build-out" in some areas without affecting the Citywide total.

III. Major Strategies

This section on major strategies identifies the principal objectives of the General Plan. This discussion is intended to provide a concise, very simplified statement of the central themes of the Plan. The major strategies are also intended to provide a broad framework for consistent interpretation and application of the individual goals and policies.

The major strategies of this General Plan express the philosophy that City government should provide active leadership in the planning process, with community and private sector participation. All of the strategies are related and supportive of each other. There is no hierarchy of importance intended by the order in which they are presented.

The Major Strategies set forth below can each contribute the perpetuation of San Jose's image as the "garden city". The mild climate and rich soils of the Santa Clara Valley are suitable to the luxuriant growth of trees and other vegetation in public and private landscape spaces which is integral to outdoor-living lifestyle of San Jose. As San Jose's businesses and industries continue to grow and prosper, these unique qualities will be even more widely recognized by the international community as well as by its residents.

The Economic Development strategy will contribute to the public and private prosperity which makes possible the community's commit-

ment to the Garden City. The Growth Management strategy insures the most efficient use of the City's resources for parks, median island and other public landscaped areas. The Downtown Revitalization strategy emphasizes the pedestrian orientation of an outdoor lifestyle to which the Mediterranean climate is uniquely suited. The Urban Conservation/Preservation strategy underscores the importance of protecting and enhancing San Jose's neighborhoods to promote residents' pride in the quality of their living environments. And the Greenline strategy is directed to preserving the scenic backdrop of the hillsides surrounding San Jose, maintaining the link between the "garden city" environment and the region's open space resources.

A. Economic Development

Cities in the metropolitan area compete for economic development in order to increase their tax bases and generate the revenues necessary to provide facilities and services. The past trends and future projections for economic development strongly indicate continued growth in the metropolitan area as a whole. It is vital, therefore, for San Jose to attract a large share of the areawide economic development. Otherwise, the City would face increasing pressures for housing and population growth without a solid financial base.

Economic development is a fundamental priority for future growth not only in order to improve the City's financial position but also to provide employment opportunities for San Jose's residents. The City's land use and transportation policies are designed to create attractive locations for a variety of businesses and industries. One of San Jose's strengths is the amount of vacant land available for future development; approximately 3500 acres are planned for commercial, office and industrial uses between 1980 and 2000. Vacant land is also well distributed along the primary north-south transportation corridors serving the City.

To maximize the economic potential of the City's land resources, programs and policies must be carefully orchestrated with market conditions in order to attract the desired type of development. Redevelopment projects in the Downtown Core Area and the outlying industrial areas serve as a demonstration of the complexity of economic development strategy.

Industrial redevelopment areas have been the driving force behind the City's economic progress in the past decade. Industrial growth is providing significant financial support for the Guadalupe Corridor expressway/light rail project as well as for the revitalization of Downtown. In future decades the Downtown Core Area is expected to be the catalyst for new private investment in the Central City area, including high rise residential development and the conversion of outmoded heavy industrial areas to new uses. These changes should improve land use compatibility and generate new revenues.

The combination of industrial areas, Downtown, regional and local centers and other commercial and office development along major streets constitutes the City's economic base. Through the year 2000, the City will continue to support development and revitalization of these non-residential areas which are essential to the economic health of the community. Through tax increment financing and the formation of benefit assessment districts, the City supports both localized and citywide capital improvements which are essential to attract and serve economic development. Attainment of the other major strategies of the General Plan depends to a great extent on the success of economic development in San Jose.

B. Growth Management

The City of San Jose is a municipal corporation formed to deliver a broad mix of services to the citizens and property owners of the community. The General Plan reflects a serious interest in the effects of urban development on the City's operating and capital budgets and vice-versa. All land use decisions have an effect on future City tax revenues and on the costs of delivering services. Even though the direct relationship of an individual development decision to an individual budget program is not readily discernable, given the citywide scope of budget programs, an overall impact is clearly experienced over time. As long as the City continues to grow in population and housing units, the operating and capital budgets will have to deal with increased service demands. The purpose of a growth management strategy therefore, is to find the delicate balance between the need to house new population and the need to balance the City's budget, while providing acceptable levels of service.

The City's strategy for growth management can best be described as the prudent location of new development to maximize the efficient use of urban facilities and services. The General Plan

gives direction to the growth the City will experience in the future. Where and when growth is accommodated has major implications for service levels and on the costs of operating the City.

Clearly, the economic development strategy is one form of growth management for non-residential land uses. In addition, the emphasis of the Plan is on the balance of San Jose's housing with other land uses and on the encouragement of infill development within urbanized areas.

The need to accommodate housing development is created by the economic development strategy and the normal increase of population in the City. Industrial and commercial development seek a labor force to fill the employment opportunities being created. In order to attract high technology industry or Downtown banks and hotels, San Jose must plan for some new housing development. There is a delicate balance between these land uses; insufficient housing resources can detract from economic development and a surplus of housing production can place great strain on the City's financial capacity to deliver services.

Infill development of housing on the scattered vacant sites available in the urbanized area has



IBM West Coast Programming Center in North Coyote Valley

been the City's growth management strategy since the early 1970's. In the future, the recycling of under-utilized or blighted properties through privately sponsored redevelopment is likely to become more significant. As land values increase and with the increased attractiveness of sites near employment centers or on transit routes, new infill opportunities may be created. New housing developments in these types of locations could be very advantageous for the City, if the new facilities and services required are minimal.

Level of service policies for transportation, sanitary sewerage and sewage treatment facilities provide a measure of protection for existing neighborhoods from any increased services required by infill development. The strategy includes a series of development fees and charges used to offset some of the facility costs that infill development may require. A significant part of the costs for such facilities as arterial streets, sewers, storm drains, parks, fire stations and libraries are funded by fees and charges paid by new development.

C. Downtown Revitalization

Downtown San Jose is vital to the City's long term economic and social well-being. Most of the time revitalization is considered in terms of the economic and financial benefits to the City. While Downtown economic development is certainly important, Downtown's perceived identity and image as the heart of San Jose is equally significant.

General Plan policies specifically address the Downtown. Located near the geographic center of the City, Downtown is a uniquely accessible area at the hub of transit systems, freeways and arterial streets. The high-rise character of Downtown development makes it a landmark for the entire City. The diversity of land uses and architecture in Downtown establishes it as the most urban of the City's neighborhoods. Downtown is the site of civic events, parades and public celebrations.

A prominent and attractive Downtown is a catalyst that will bring new investment, residents, business visitors and new life to the center city. The neighborhoods and industrial areas surrounding the Downtown area also need to go through a revitalization process to counter the trends of deterioration and economic decline. The objective for Downtown represents a strategy for renewal that begins symbolically in the center city and continues outward. As the City grows there will be more emphasis on revitalization of older neighborhoods, business districts and employment centers throughout the City.

D. Urban Conservation/Preservation

San Jose is a young City when measured by the relative age of its neighborhoods and housing stock. Yet, most of the City of the year 2000 existed in 1980. The General Plan recognizes the importance of sustaining viable neighborhoods because there is no practical way to replace the City's housing stock, or its other physical assets.



Neighborhood Street Scene

There is a need to conserve these irreplaceable assets through a combination of public policies and private initiative. The City is more than a collection of structures. Residents have a need to belong to a neighborhood or an area with community identity that promotes civic pride and a concern for the community. The development of neighborhood participation through citizen organizations and local improvement activities is essential to maintain San Jose's quality of life.

The Urban Service Area and service level policies all support the conservation of existing neighborhoods, both mature and newly developing. Infill development is tempered by the consideration of protecting nearby areas from adverse impacts. The General Plan goals for employment and a sound tax base recognize that neighborhood conservation takes substantial resources. An overall level of economic prosperity enables individual citizens to maintain their neighborhoods and enables the City to improve services.

Preservation of specific structures or special areas is a part of the urban conservation strategy. The objective of preservation goes beyond saving an individual structure or even a group of structures that may have architectural or historic significance. At a strategic level, preservation activities contribute visual evidence to a sense of community that grows out of the historical roots of San Jose's past. Historic and architectural structures add inestimable character and interest to the City's image.

E. The Greenline

While the preceding major strategies have been updated and carried over into Horizon 2000, the Greenline is a bold, new strategy to define the ultimate perimeter of urbanization. The Greenline is intended to develop clearer identity for San Jose by defining where the City begins and ends. The natural environment and resources surrounding the Urban Service Area are the inspiration for this strategy.

The key elements of the Greenline are the hillsides, the baylands and the rural/agricultural area in the south Coyote Valley. These multiple-use lands are all valuable and productive but not for urbanization. The Santa Clara Valley floor and northern Coyote Valley floor inside the Greenline are planned for ultimate development by the year 2000.

The hillsides are the most extensive and visually prominent feature of the Greenline. Planned uses in the hillsides include valuable watersheds, wildlife habitat areas and rangelands for agriculture and grazing. Development in hillsides is subject to potential hazards from seismic, geologic and steep slope conditions. The hillsides, as the scenic backdrop of the City, are an invaluable community resource.

The baylands are an extensive wildlife habitat and include the National Wildlife Refuge. Production of salt from baylands salt ponds is an economically beneficial use consistent with its open space character. On a regional scale the baylands affect the City's climate and weather, forming part of the region's natural cooling system.

The rural and agricultural lands in Coyote Valley are producing specialty crops and livestock as part of an extensive area covering most of southern Santa Clara Valley and beyond. The area beyond the Greenline can continue in production and offer scenic and recreational values as well. South Coyote Valley can provide a rural lifestyle that preserves historic roots for the appreciation of future generations of City dwellers.

The Greenline symbolizes the fact that planning for San Jose's urbanization has reached a logical, practical limit. Future development, infill, revitalization and conservation will be focused on the area planned for urbanization. Community recognition that San Jose will not continue expanding outward indefinitely will redirect financial resources and political energy toward improving the quality of life. In this sense, the Greenline strategy calls for renewed commitment to a cohesive identity for San Jose.



IV. Goals and Policies

Goals and policies are an integral part of the General Plan. Each major section of Goals and Policies is preceded by an introductory narrative which is intended to provide a frame of reference for the goal and policy statements which follow. This information is also intended to provide a brief summary of the significant background information, analysis and documentation on file in the Department of City Planning from which the Goals and Policies are derived.

A. City Concept

The City Concept goals and policies collectively express a concern with the quality of life and the livability of San Jose. They are directed toward trying to make San Jose a recognizable and distinct place which is complete in terms of providing a wide variety of opportunities for living and working, as well as enjoying cultural and recreational pastimes. They are also directed toward trying to make San Jose's many diverse neighborhoods meaningful parts of the larger community.

The quality of life for San Jose residents will be enhanced by a commitment which places the highest value on people and encourages citizen participation in government.

1. Urban Conservation

Goal: Improve the existing quality of life and create a stable, mature community.

Policies:

1. In the development review process and in designing service and capital facility programs, the City should strive to create an environment in which the highest value is placed on people.
2. The City should encourage new development which enhances the desirable qualities of the community and existing neighborhoods.

2. Community Identity

Goal: Enhance the sense of community identity in San Jose.

Policies:

1. The City should encourage the development of a more compact, cohesive pattern of urbanization with definite, identifiable boundaries that more readily create a sense of community identity.
2. The City should promote the revitalization of the Downtown Core Area as a major focal point for the identity of San Jose.
3. The City should foster the participation of residents in local government decision-making and in the social, cultural and recreational activities of the community.



Five Wounds Church on E. Santa Clara Street

3. Neighborhood Identity

Goal: Enhance the sense of neighborhood identity in San Jose.

Policies:

1. Neighborhood groups should have input to the decision-making process in City government.
2. City services and facilities should be equitably distributed throughout the community to the extent feasible.
3. Public and private development should be designed to improve the character of existing neighborhoods. Factors that cause instability or create urban barriers should be discouraged or removed.
4. Neighborhoods should include places for interaction among residents such as parks, community centers, schools, commercial areas, churches, and other gathering points.

4. Balanced Community

Goal: Develop a balanced and complete community in terms of land use distribution and densities, housing types and styles, economic development and job opportunities and opportunities for social and cultural expression.

Policies:

1. The City should foster development patterns which will achieve a whole and complete community in San Jose, particularly with respect to a balance between jobs and economic development on the one hand, and housing resources and a resident work force on the other.
 2. Varied residential densities, housing types and styles should be equitably and appropriately distributed throughout the community and integrated with transportation systems.
 3. Encouragement should be given to achieving a social, economic and housing mix in all neighborhoods.
 4. Business and industry should be encouraged to provide job opportunities for all members of the community's work force.
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B. Community Development

1. Land Use

a. Residential Land Use

There are a wide variety of residential neighborhoods in San Jose, each with its own character defined by setting, housing types, densities and, in some cases, cultural heritage. The environment and livability of existing residential neighborhoods are an intangible but important community resource to be preserved. Similarly, these qualities should be fostered in future neighborhoods. To this end, the Residential Land Use goals and policies reflect concerns for the protection of neighborhoods from incompatible land uses, the adequacy of public facilities and services, and protection from hazards.

The Residential Land Use policies also reflect the City's objective to promote higher density residential development in the future than was typical in the past. This objective recognizes that remaining vacant land resources are finite and should be used as efficiently as possible, that the relative affordability of housing is enhanced by higher densities given the rising price of land, and that higher densities make the delivery of public services more cost-effective. A high standard of site planning and architectural design quality can make higher density housing attractive to both the consumer and the neighborhood where it is located.

The Residential Land Use goals and policies are primarily guidelines for the physical development of residential neighborhoods and proximate land uses. The Housing goals and policies, on the other hand, address the maintenance, rehabilitation, improvement and development of housing, particularly relating to affordability.

Goal: Provide a high quality living environment in residential neighborhoods.

Policies:

1. Residential development at urban densities should be located only where services and facilities can be provided.
2. Residential neighborhoods should be protected from the encroachment of incompatible activities or land uses which may have a negative impact on the residential living environment.
3. Higher residential densities should be distributed throughout the community. Locations near commercial and financial centers, employment centers, the light rail transit stations and along bus transit routes are preferable for higher density housing.
4. Due to the limited supply of land available for multiple family housing, public/quasi-public uses, such as schools and churches, should be discouraged in areas designated for residential densities exceeding twelve units per acre on the Land Use/Transportation Diagram except in the Downtown Core Area.
5. Residential development should be allowed in areas with identified hazards to human habitation only if these hazards are adequately mitigated.
6. Mobile home parks should be encouraged to locate in various areas of the City rather than concentrating in a few areas.



Palm Haven Neighborhood

7. Housing developments designed for senior citizens should be located in neighborhoods that are within reasonable walking distance of health and community facilities and services or accessible by public transportation.
8. Residential social service programs (e.g., board and care facilities) should be equitably distributed throughout the City rather than being concentrated in a few areas. The City should encourage the County and other social service licensing agencies to recognize and implement this policy.
9. When changes in residential densities are proposed, the City should consider such factors as neighborhood character and identity, compatibility of land uses and impacts on livability, impacts on services and facilities including schools, and impacts on traffic levels on both neighborhood streets and major thoroughfares.
10. In areas designated for residential use, parking facilities to serve adjacent non-residential uses may be allowed if such parking facilities are adequately landscaped and buffered, and if the only permitted access to neighborhood streets is for emergency vehicles.
11. Residential developments should be designed to include adequate open spaces in either private yards or common areas to partially provide for residents' open space and recreation needs.
12. New mobile home parks are not allowed in areas designated for industrial land uses. Existing mobile home parks in industrial areas should, however, be considered permanent rather than interim uses, and should be given the same protection from adjacent incompatible uses as would be afforded any other residential development.
13. In the design of lower density, single-family residential developments, particularly those located in the Rural Residential, Estate Residential and Low Density Residential categories, consideration should be given to the utilization of public improvement standards which promote a rural environment,

including such techniques as reduced street right-of-way widths, no sidewalks and private street lighting.

14. Due to the pervasive flooding and geo-technical hazards in the Alviso area, new residential development in Alviso should be allowed only on infill sites within existing neighborhoods.
15. Residential development should be designed with limited access to arterial streets as follows:

- No direct frontage or access on six-lane arterials or within 350 feet of the intersection of two arterials.
- Direct frontage or access elsewhere on four-lane arterials should be strongly discouraged.

The use of frontage roads, corner lots, open-end cul-de-sacs or other street design solutions for access is encouraged.

b. Commercial Land Use

The commercial land use policies reflect the need to locate new commercial uses in the community which facilitate convenient shopping and easy access to professional services and which contribute to the economic base of the City. Redevelopment of existing commercial strips and areas and the conversion of existing structures to more appropriate uses should result in the upgrading of these areas.

Goal: Provide a pattern of commercial development which best serves community needs through maximum efficiency and accessibility.

Policies:

1. Commercial land in San Jose should be distributed in a manner that maximizes community accessibility to a variety of retail commercial outlets and services and minimizes the need for automobile travel.
2. New commercial uses should be located in existing or new shopping centers or in established strip commercial areas. Isolated spot commercial developments and the creation of new strip commercial areas should be discouraged.

3. Any new regional-scale commercial development should be encouraged to locate in the Downtown Core Area rather than in suburban locations.
4. The City should encourage the upgrading, beautifying, and revitalization of existing strip commercial areas and shopping centers.
5. Commercial development should be discouraged from locating or expanding within established residential neighborhoods when such development will have a negative impact on the character and livability of the surrounding residential community.
6. New commercial uses or expansion of existing uses within the referral areas of the Airport Land Use Commission should give appropriate consideration to A.L.U.C. policies.
7. New hotel development should be located in the Downtown Area in order to support convention center development and other Downtown revitalization objectives. Hotel/motel development elsewhere in the City may be allowed when it would not interfere with the Downtown revitalization strategy. This policy is effective until the City Council finds that Downtown hotel development objectives are substantially achieved.
8. The City should encourage retail and service establishments to locate in the Downtown Core Area in order to serve residents and employees. In this regard, consideration should be given to providing appropriate assistance to such small businesses.
9. Proposals to convert residential properties along major streets to office or commercial use should be approved only when there is a substantial non-residential character to the area and where satisfactory parking and site design can be demonstrated.

c. Industrial Land Use

The Economic Development goals and policies encourage the development of industrial land. The Land Use/Transportation Diagram designates a sufficient supply of land for industrial develop-

ment for the time frame of the General Plan and, perhaps, beyond. These industrial areas are primarily located along the First Street/Monterey Highway spine of San Jose between Alviso and the Coyote Valley and are appropriate for a wide variety of activities.

Older industrial areas near the Downtown Core Area were developed before 1950 and were dominated by canneries and associated industries. A decline in the food processing industry has followed the decline of agricultural production in the Santa Clara Valley. Many of these older industrial areas are under-utilized and their redevelopment is encouraged.

New industrial development will occur largely in locations further from the Downtown Core Area. High technology industries are predominate. Major activities will include administrative, research and development activities, as well as manufacturing.

The Industrial Land Use goals and policies and the industrial designations on the Land Use/Transportation Diagram reflect the City's objective of locating appropriate employment-intensive land uses close to residential areas, thereby contributing to shorter commute distances.

Goal: Provide sufficient land for a variety of industrial uses with optimum commute access.

Policies:

1. Industrial development should incorporate measures to minimize negative impacts on nearby land uses.
2. The City should encourage the development of new industrial areas and the redevelopment of existing older or marginal industrial areas, particularly in locations which facilitate efficient commute patterns. The use of Redevelopment tax increment financing to provide necessary public improvements is one means of encouraging this economic development and revitalization.
3. The City should monitor the absorption of industrial land, changes in assessed valuation, and the creation of new jobs, in order

to periodically assess the possible need for designating additional industrial land.

4. New industrial uses within the referral areas of the Airport Land Use Commission should give appropriate consideration to adopted A.L.U.C. policies.
5. Supportive and compatible commercial and office uses should be encouraged in industrial areas.

2. Economic Development

As outlined in the Background for Planning section of the Plan, San Jose has historically served as a bedroom community for employment located in other cities. This development pattern has contributed to County-wide traffic congestion conditions and has deprived the City of San Jose of an adequate tax base for providing desired service levels. The Economic Development goals

and policies are necessitated by an existing local government tax structure which requires cities to maximize tax revenue from non-residential development to support the services required by residential land uses.

Goals:

1. Create more job opportunities for existing residents, particularly those who suffer from chronic unemployment, to achieve parity between jobs and resident workers.
2. Create a stronger municipal tax base by obtaining a greater share of the total industrial and commercial development in the County.

Policies:

1. The City should overcome the present imbalance between housing and employment by seeking to obtain and maintain a balance between jobs and workers residing in San Jose.



San Jose Gateway Development

2. The City should seek to attract industry for which the area is particularly suited, and encourage those industries to directly hire the unemployed and under-employed labor force.
3. Residential and industrial growth rates should be reviewed periodically to monitor the City's fiscal balance of land uses and resulting tax base as well as to monitor the progress made toward achieving parity between employment and resident workers.
4. The City should actively promote economic development through the provision of capital improvements and a simplified project review process.
5. The City should cooperate with educational, industrial, and business institutions to provide job training programs which will enable the unemployed and under-employed labor force to meet the needs of business and industry.
6. The City should cooperate with appropriate institutions and agencies in providing job opportunities for the economically, physically and socially disadvantaged.

3. Urban Service Area

The City first adopted a set of Urban Development Policies in 1970 to direct development to those areas where services and facilities could be provided. Because these policies deal with the timing and staging of development and are so closely related to other General Plan growth management policies, they were incorporated into the Plan in 1976. The Urban Service Area goals and policies address services provided by the City as well as those provided by other public agencies, such as flood control, public schools and regional transportation.

The Urban Service Area policies are applicable to the entire development review process, including the annexation of territory to the City. As such, the implementation of these policies should be coordinated with the Local Agency Formation Commission (LAFCO).

Goal: Insure that San Jose's future growth will proceed in an orderly, planned manner in order to provide efficient and economical public services, to maximize the utilization of existing and proposed public facilities, and to achieve the equitable sharing of the cost of such services and facilities.

Policies:

1. The General Plan designates an Urban Service Area where services and facilities provided by the City and other public agencies are generally available, and where urban development requiring such services should be located.
2. The Urban Service Area should be expanded only when it can be demonstrated that existing facilities and services are available and adequate to serve the proposed expansion area. If existing facilities are not adequate, alternate consideration may be given to proposed facilities in the adopted Capital Improvement Program or similar programs of other public agencies. If existing and/or proposed facilities are not adequate to serve the proposed expansion area, the Urban Service Area may be expanded if it can be demonstrated that all necessary facilities will be provided by the developer(s).
3. Expansions of the Urban Service Area into the South Almaden Valley and the Central Coyote Valley areas should be approved only in conformance with the respective Urban Reserve land use designations specifically applicable to those areas.
4. Development which is of a relatively small scale and which requires urban services may be approved outside the Urban Service Area under Planned Development Zoning if it conforms to all of the following criteria:
 - Located contiguous to the Urban Service Area boundary and adjacent to existing or committed urban development.
 - Generally served by existing or programmed public facilities and services as required by the type of development proposed.

- Has an existing urban land use designation.
5. Territory outside the Urban Service Area may be annexed to the City if its intended use will require minimal or no services and either:
- The intended use contributes to providing services to development in the Urban Service Area, such as a planned thoroughfare across non-urban territory or a solid waste disposal facility which should be located in a remote area; or
 - The annexation is necessary or desirable for the implementation of General Plan non-urban land use goals and policies, such as to accept dedication of an open space or scenic easement in connection with a hillside open space preservation program.
6. It is City, County and LAFCO policy that existing and future urban development should be located within cities. This policy should be implemented through the City's existing agreement with the County which requires that unincorporated properties within the Urban Service Area either annex to the City, if possible, or execute a deferred annexation agreement prior to approval of development. The City should also encourage the County and LAFCO to join in cooperative efforts to seek the annexation of urbanized County pockets within the Urban Service Area.

4. Urban Design

The design of the community affects the quality of life, the character of neighborhoods, and the livability of the city. Members from all segments of the community are involved in the decision-making of the development review process which determines design. The multitude of decisions involved result in the final form and character of the city environment. The public's interest in fostering the highest quality of life is expressed through policies on urban design standards in order to incorporate aesthetic considerations in the development review process.

Goal: Require the highest standards of architectural and site design for all development projects, both public and private.

Policies:

1. The City should continue to apply strong architectural and site design controls on all types of development for the protection and development of neighborhood character, and for the proper transition between areas with different types of land uses.
2. Zoning regulation should require, wherever appropriate, that private development include adequate landscaped open space and provision for ongoing landscape maintenance.
3. Residential subdivisions should be designed to provide for internal circulation within neighborhoods and to prevent through traffic from traversing neighborhoods.
4. Residential developments which are adjacent to parks or open spaces should be encouraged to provide direct access to, and common open space contiguous to, such areas.
5. The design review process should take into consideration the long term maintenance ramifications of the design of private streets and other private infrastructure improvements.
6. Proposed structures adjacent to existing residential areas should be architecturally designed and sited to protect the privacy of the existing residences.
7. The City should require the undergrounding of utility lines serving new development sites as well as proposed redevelopment sites. The City should also encourage programs for undergrounding existing overhead utilities.
8. Design solutions should be considered in the development review process which address security, aesthetics and public safety.
9. In order to maintain and protect the integrity and character of the streetscape in industrial, commercial, and residential neighborhoods, billboards should not be permitted where they create visual clutter and blight.

In the Downtown Core Area and along Downtown gateway routes, no billboards should be allowed, and off site advertising should be limited to kiosk display structures.

10. High-rise residential development, other than senior citizens housing, should be permitted only in the Downtown Core Area and the Downtown Frame Area. Where appropriate, high-rise development for senior citizens housing may be permitted in areas outside the Downtown. Otherwise, residential development outside the Downtown Frame should not exceed 45 feet in height.
11. High-rise development for office and other non-residential uses should be permitted only as follows:
 - In the Downtown Core Area, the maximum building height is defined by the airspace requirements of the San Jose International Airport.
 - In the Downtown Frame Area, the maximum building height is 120 feet.
 - In the North First Street area near San Jose International Airport with a Combined Industrial/Commercial designation, the maximum building height is 120 feet.
 - In the North San Jose/Rincon de los Esteros Redevelopment area, the maximum building height is 45 feet, except that for buildings designed to be occupied by a single corporate user the maximum height is 90 feet.
 - In the North Coyote Valley and South Edenvale areas designated for Campus Industrial use, the maximum building height is 90 feet.
 - On the north side of Blossom Hill Road between SPRR and the Guadalupe River, the maximum building height is defined by PD zoning PDC 82-12-90; on the northerly side of San Vicente Avenue (future Camden Avenue) between the northerly termini of Harry and Fortini Roads, the maximum building height is defined by PD zoning PDC 80-6-165; and at the northeast corner of Winchester



Park Center Redevelopment Project

Boulevard and Tisch Way, the maximum building height is defined by Site Development Permit H 84-6-185.

Non-residential development in all other areas should not exceed 45 feet in height.

The maximum building heights set forth above are intended to satisfy urban design considerations only. Other factors may result in more restrictive height limitations and/or building intensities.

12. In order to preserve and enhance the scenic and aesthetic qualities of the natural terrain, development on slopes exceeding 7% should conform to the following guidelines:
 - Planned Development zoning is preferable for its flexible design techniques such as clustering, variable lot sizes, and varying setbacks in order to maximize residential densities.
 - Construction techniques and housing types adaptable to a variable terrain, such as cluster housing, split pads and stepped foundations, should be utilized where appropriate. Conventional, single flat pad lots should ordinarily be discouraged.
 - Consideration should be given to the siting of homes for privacy, livability, solar and wind conditions. Orientation should take advantage of scenic views and off-site visual impacts.
 - The preservation of existing trees, rock outcroppings and other significant features should be encouraged.
 - When grading or recontouring of the terrain is proposed, it should be done in such a way as to preserve the natural character of the hills, whenever possible.
 - Because street construction on slopes often requires a disruptive amount of grading, modified street sections designed for both utility and minimum grading should be encouraged.
13. New urban development should be designed to minimize impacts in areas with an established and permanent rural or semi-rural character, often typified by large-lot “ranchette” development.
14. In order to realize the goal of providing street trees along all residential streets, the City should:
 - Prepare and update, as necessary, a master plan for street trees which identifies approved varieties.
 - Require the planting and maintenance of street trees as a condition of development.
 - Prepare a program for management and conservation of street trees which catalogs street tree stock replacement and rejuvenation needs and identifies alternative means by which these needs can be satisfied. This program should be reviewed periodically as part of the Capital Improvement Program process.
15. When development is proposed adjacent to existing or planned parks or park chains, that development should include public park-frontage roads, wherever feasible, in order to maximize access to park lands, to provide a reasonable separation between urban land uses and park lands without the use of “back-up” design, and to maximize exposure of park lands for scenic and security purposes.
16. Development adjacent to creekside areas should incorporate compatible design and landscaping.
17. To the extent feasible, sound attenuation for development along City streets should be accomplished through the use of landscaping, setback and building design rather than the use of sound attenuation walls. Where sound attenuation walls are deemed necessary, landscaping and an aesthetically pleasing design shall be used to minimize visual impact.
18. In the Downtown Core Area, a pedestrian orientation should be fostered by appropriate design techniques, including:
 - The location of retail and commercial uses at street level.
 - Improvements to sidewalks and other pedestrian ways should include attractive and interesting streetscape features such as street furniture, pedestrian-level lighting, clocks, fountains and landscaping.

- Sidewalk elevators should be strongly discouraged in areas of high pedestrian usage.
 - Sidewalks, plazas and other pedestrian ways should be spacious and of ample width.
19. As resources are available, the City should assign priority to the implementation of programs for the installation and maintenance of landscaping in median islands and back-up strips along major thoroughfares.
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C. Housing

The intent of the housing goals and policies is to help improve San Jose's existing housing resources and to meet the housing needs of all segments of the community. While the specifics of the City's housing conditions have changed over time, several underlying problems have remained constant (for an analysis of housing conditions, see the Housing Appendix to the General Plan). These problems include: (1) the rising cost of housing, (2) imbalances in the supply and demand for housing, (3) the existence of substandard housing units, (4) the existence of overcrowded housing units, (5) concentrations of low income families, racial and ethnic minority groups and federally-assisted and publicly leased housing, and (6) a decline in the production of rental housing.

The provision of new low-cost housing historically relied on substantial State and/or Federal subsidies. Dependence on these subsidies has declined as State and Federal housing programs have been cut back. The City has attempted to offset these reductions with local revenue for housing, particularly mortgage revenue bonds and Redevelopment 20% tax increment monies. The City intends to utilize, when available, State and/or Federal housing programs that will enable it to more effectively pursue the objective of providing a mix in new residential development. The City's housing program, including quantified objectives for rehabilitation and production of units for low and moderate-income households, is set forth in the Implementation Section of this Plan.

The Residential Land Use policies and the Land Use/Transportation Diagram make provision for a more equitable distribution of housing densities to accomplish a mix of housing types and price levels.

Goals:

1. Offer the people of San Jose, when seeking housing, an equal opportunity to live in economically and racially mixed neighborhoods.
2. Provide decent housing in a livable environment for all persons regardless of such factors as age, race, sex, marital status, ethnic background or income.



Berryessa Area Neighborhood

3. Provide housing sites and structures by location, type, price and tenure that respond to the needs of all economic segments of the community.
4. Include housing for some low-income families, provided either through private or public means, in each neighborhood.
5. Incorporate good design, foster aesthetics, and promote usable open space, and encourage use of alternative energy sources and energy conservation techniques in residential development.
6. Promote the cooperation of public and private sectors of the economy to expand housing opportunities and to provide housing which:
 - Complies with the provisions of the Building Code and the Housing Code.
 - Is adequately insulated and reasonably energy efficient.
 - Is within the economic means of the households who occupy it.
 - Is available to all persons and not subject to discriminatory practices.

- Is situated in an environment which does not endanger the health, safety or well-being of its occupants.
- Provides convenient access to employment as well as to adequate services and facilities.

7. Promote the rehabilitation of deteriorating housing.

Policies:

Distribution

1. The City encourages a variety and mix in housing types to provide adequate choices for housing to persons of all income levels in San Jose. Where appropriate, implementation of this policy in large-scale development projects should be considered.
2. To avoid undue concentrations of low-income households in any neighborhood, publicly-assisted housing should be located in those census tracts of the community which the Housing Assistance Plan defines as appropriate for this purpose.
3. The City should promote a distribution of middle and upper-income housing in all the community's planning areas.
4. In furtherance of the balanced community and economic development goals of this Plan, the City encourages the production of higher income housing.

Discrimination

5. For purposes of this Plan, including the rehabilitation, production, residential land use and other housing-related policies, no distinction should be made between conventionally constructed housing and manufactured housing, including mobile homes.
6. The City should foster compliance with State and Federal law prohibiting discrimination in housing.
7. "Red-lining" and any other discriminatory practices by private sector lending institutions in the financing of housing purchase and rehabilitation should be discouraged.

Conservation and Rehabilitation

8. Conservation and rehabilitation of the existing housing stock is an important means of meeting the objective of providing housing opportunities for all San Jose residents. In furtherance of this policy, most neighborhoods are designated on the Land Use/Transportation Diagram at existing densities to provide an incentive for the preservation and maintenance of the housing stock.
9. To maintain the supply of low-priced housing and to avoid disproportionate hardships on those who need low-priced housing, conservation of the housing stock should be accomplished through a balanced program of housing code enforcement and complementary programs such as rehabilitation loans and grants.
10. Extension of mortgage credit for rehabilitation loans by private sector lending institutions should be fostered.
11. As part of the rehabilitation of existing housing units, the installation of insulation and other retrofit techniques should be promoted to reduce energy use.

Low/Moderate Income Housing Supply

12. The City should stimulate the production of low and moderate-income housing by appropriately utilizing State and Federal grant and loan programs, mortgage revenue bonds, landbanking and such other local programs as are authorized by law.
13. The City should foster the production of housing to serve the "starter" housing market through mortgage revenue bonds and other low and moderate-income housing programs.
14. The City should study alternative means of encouraging new mobile home parks, especially family parks and parks suitable for the relocation of older mobile homes.
15. The City should explore available options for the protection of existing mobile home parks, including public participation.



The Northside Neighborhood

16. To facilitate the geographic dispersal of housing units affordable to low and moderate-income households and to promote the production of such housing, the Discretionary Alternate Use policies provide for the approval of low and moderate-income housing at densities other than that shown on the Land Use/Transportation Diagram.

Rental Housing Supply

17. The City should regulate conversions of rental apartments to condominium or community apartment projects in order to maintain a reasonable balance of rental and ownership housing and an adequate supply of rental housing for low- and moderate-income families.
18. To promote the production of rental housing, the Discretionary Alternate Use policies provide for the approval of rental housing projects at densities other than that shown on the Land Use/Transportation Diagram.
19. Investment in rental housing by private sector lending institutions should be encouraged.
20. Construction of new rental housing units should be fostered by incentives such as the Redevelopment 20% tax increment funds.

Design Review

21. The City is receptive to the development of new and less expensive building materials and techniques which meet building code standards.

22. Where appropriate, the rehabilitation and conversion of commercial and industrial structures into housing should be promoted.
23. Recognizing that the development review process can affect the price and availability of housing, the City is committed to minimizing unnecessary processing time in the development review function.

Administrative

24. The City should work in close cooperation with other entities, public and private, to foster information, techniques, and policies to achieve the housing goals of this Plan and make such information readily available.
25. The City should, as a matter of policy, support legislation at the State and Federal levels that (2) furthers the City's objective of conserving and rehabilitating the existing housing stock, (2) provides for the greatest local autonomy in the administration of State and Federal housing programs, and (3) encourages private sector investment in housing affordable to households of low and moderate income, particularly rental housing.
26. The provision of housing counseling services to San Jose residents should be encouraged.
27. The City's housing program revenues, including mortgage revenue bonds and the Redevelopment 20% tax increment funds, should be used efficiently.
28. Condominium or cooperative ownership of mobile home parks should be encouraged where appropriate.
29. A vigorous code compliance effort is an integral and necessary element of a successful housing program and should be encouraged in San Jose.

D. Services and Facilities

An important component of the quality of life enjoyed by the residents of San Jose is the quality of the public services and facilities provided by the City. Concern for the effect of growth and development on the levels of municipal services is a fundamental element of the City's land use planning philosophy.

Population and economic growth cause increases in the demand for municipal services. Factors which affect the impacts on the provision of services are the revenue generating potential and geographic location of growth. In general, development in outlying areas is more costly to serve than the same amount of development in infill locations. Commercial and industrial land uses typically generate more revenue than service demand costs, while the opposite is usually true for residential land uses.

The services and facilities most directly related to growth and development are sewage treatment, sanitary and storm sewers, transportation and flood protection as well as Police and Fire protection, Parks and Recreation, Libraries and Schools. The City is directly or indirectly involved in the provision of these services, with several local, regional and State agencies sharing in the responsibility and authority for some of these services as well.

The General Plan identifies service level standards for most major categories of City services. However, only for certain infrastructure facilities are General Plan level of service standards considered in the development review

process. The General Plan level of service policies for transportation (streets), sanitary sewerage and sewage treatment are each based on the capacity of infrastructure systems. These level of service policies are applied to proposals for new development, whose contribution to the cumulative demand for capacity can be quantitatively estimated and appropriate mitigation measures, if any, identified.

Other City facilities and services, including Police and Fire protection, Parks and Recreation facilities, and Libraries, are also important in defining the community's quality of life. The quality of these facilities and services can be impacted by new growth. In particular, the gross amount and location of development are significant factors. However, it is difficult to establish a direct correlation between an increment of growth represented by an individual development proposal and the additional demand and cost for these public services. Therefore, the impacts of growth on these services as well as on the operation and maintenance of infrastructure are not quantified in General Plan level of service policies. The level of Police, Fire, Parks and Library services provided to the community is determined annually by the City Council through the budgetary process when competing needs for available resources can be weighed.

Goals and policies for transportation and for solid waste which are not related to service levels are set forth in Subsections 1 and 2, respectively, below. Goals and policies for parks and recreation which are not related to service levels are set forth in Section E, Subsection 2 of this Chapter.



Police Directing Traffic on Capitol Expressway

Goals:

1. Provide a full range of City services and other public services to the community at desired service levels.
2. Promote the following level of service goals for City services:
 - For transportation, level of service "D".
 - For sanitary sewers, level of service "D".
 - For sewage treatment, to remain within the capacity of the Water Pollution Control Plant.
 - For police protection, a 7-minute average response time to calls for robbery, rape, aggravated assault and burglary.
 - For fire protection, a 4-minute average response time to all calls.
 - For parks and recreation, 1.5 acres of neighborhood/district park lands per 1,000 population, located within a reasonable walking distance, and 30,000 square feet of community center floor area per community service area.
 - For libraries, 10,000 square feet of library space per 50,000 population, 18.3 weekly service hours per 10,000 population and 2.82 books per capita.

Policies:

1. The City should give priority to providing services and facilities designed to serve existing needs and to prevent the deterioration of existing levels of service.
2. Capital and facility needs generated by new development should be financed by new development. The existing community should not be burdened by increased taxes or by lowered service levels to accommodate the needs created by new growth.
3. The Urban Service Area should not be expanded without taking into consideration the funding necessary to adequately provide services and facilities to the development anticipated in the area proposed for expansion.



Empire Branch Library

4. The City should promote consolidation of overlapping services between governmental jurisdictions, both county-wide and regionally, where to do so would increase efficiency and quality of service delivery.

Level of Service Policies

5. The minimum overall performance of City streets during peak travel periods should be level of service "D".
 - Development proposals should be reviewed for their measurable impacts on the level of service and should be required to provide appropriate mitigation measures if they have the potential to reduce the level of service to "E" or worse.
 - An "area development policy" may be adopted by the City Council to establish special traffic level of service standards for a specific geographic area which determines development impacts and mitigation measures. Area development policies may be adopted or amended only during the General Plan Annual Review and Amendment Process.
 - In recognition of the substantial non-traffic benefits of infill development, small infill projects may be exempted from traffic mitigation requirements.

- In recognition of the unique position of the Downtown Core Area as the transit hub of Santa Clara County, and as the center for financial, business, institutional and cultural activities, development within the area bounded by Julian Street, Fourth Street, the 280 Freeway and Route 87 Corridor is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the level of service “D” performance criteria.
6. The minimum performance standard for sanitary sewer lines should be level of service “D”, defined as restricted sewage flow during peak flow conditions. Development which will have the potential to reduce the downstream level of service to worse than “D”, or development which would be served by downstream lines already operating at a level of service worse than “D”, should be required to provide mitigation measures to improve the level of service to “D” or better. In recognition of the substantial non-sewer benefits of infill development, small infill projects may be exempted from sewer mitigation requirements.
 7. The City should monitor and regulate growth so that the cumulative sewage treatment demand of all development can be accommodated by San Jose’s share of the treatment capacity of the San Jose/Santa Clara Water Pollution Control Plant.

Sewage Treatment

8. The operation of the Water Pollution Control Plant should comply with the water quality standards for the South San Francisco Bay established by the Regional Water Quality Control Board.
9. The City should continue to encourage water conservation programs which result in reduced demand for sewage treatment capacity.
10. Reductions in demand for sewage treatment capacity resulting from water conservation

programs should be factored into projections of future demand only after several years’ experience with such programs.

11. The City should seek the adoption of the above sewage treatment policies by the other tributary agencies served by the San Jose/Santa Clara Water Pollution Control Plant.

Storm Drainage and Flood Control

12. In designing improvements to creeks and rivers, adjacent properties should be protected from flooding.
13. The “modified floodplain design” is the preferred design for future flood control facilities. The “widen-one-bank” and “trapezoidal channel” designs should only be used when funding or right-of-way limitations make the use of the modified flood plain design impractical.
14. The City should continue to cooperate with other public and private jurisdictions and agencies to coordinate emergency response and relief efforts in case of flooding.

Schools

15. Residential development should be approved only in conformance with the School Availability Ordinance (Measure B). The City should continue to evaluate the impacts of residential developments on school districts and determine other mitigation measures for such impacts, where appropriate.
16. Because the socio-economic composition of neighborhoods affects the quality of public school education, the City should consider the balance of low, moderate and high-income households within school attendance areas when reviewing residential development proposals.
17. The City should encourage the Legislature to enact legislation to finance the construction of new schools necessary for a growing population.
18. The City should cooperate with school districts in identifying and evaluating the impacts of population and demographic changes which may affect the need for new

schools, may lead to school closures, may require the re-opening of closed schools or may lead to the decision that existing school sites should be preserved for meeting future needs.

Other Services

19. In reviewing development proposals, the City should consider the availability of Police and Fire protection, Parks and Recreation and Library services to the proposed project as well as the potential impacts of the project on existing service levels.
20. Fire service facilities should be located so that essential services can be most efficiently provided.

1. Transportation

The provision of an adequate transportation system to serve all areas of San Jose is a primary planning issue in the community. Commute travel times and distances for the residents of San Jose are among the longest anywhere in the region. This commute pattern is the result of many years of unconstrained and imbalanced growth throughout Santa Clara County, with primary employment centers located in the North County cities and San Jose developed as the "bedroom community" providing housing for a large percentage of those workers. This jobs/housing imbalance, together with inadequate State and Federal transportation funding which has left incomplete key portions of the planned transportation network (Routes 85, 87 and 237), has resulted in severe peak hour congestion on freeways, expressways and arterial streets throughout the County. The extent of this congestion has lengthened of the peak "hour" period and caused commute traffic to seek alternate routes through the community, including neighborhood streets.

Most of the unbuilt major links in the County's transportation network are assumed to be completed during the time frame of this plan. The Guadalupe Corridor Expressway/Light Rail project is funded and scheduled for completion before 1990. Two of the most critical facilities, Route 85, from Route 87 to Highway 280, and Route 237 upgraded to a full freeway, have an identified funding source in a Santa Clara County



Highway 17 from Coleman Avenue Overpass

half-cent sales tax authorized in 1984. The completion of these major facilities is critical to the future of the City's overall transportation system.

One of the most efficient ways of increasing the capacity of the transportation network is by implementing a "reverse commute" whereby the numbers of workers who travel to jobs located in the southern part of San Jose are increased. The Edenvale and North Coyote Valley industrial areas provide opportunities for many thousands of workers to live closer to their jobs and to travel in the off-peak direction to their jobs.

Beyond the actual funding and construction of planned transportation network improvements and the increased utilization of the reverse commute capacity of the existing network, the City's ability to improve the performance of the transportation system can also be supported by the encouragement and expansion of alternative transportation techniques, generally known as Transportation System Management, or TSM. Various TSM programs which are already functioning throughout the County including car-pooling and vanpooling, park and ride facilities, and High Occupancy Vehicle (HOV) lanes on area expressways. General Plan policies support the development of these measures as well as the encouragement of private sector participation and implementation of appropriate and similar programs such as car/vanpooling, preferential parking, staggered work hours/flextime and the like.

The transportation needs of the City associated with both new development and redevelopment should be met through the implementation of transportation policies which foster safe and efficient movement for person travel and delivery of goods. The Transportation policies contained herein describe how these objectives should be met through the improvement of both the roadway system itself as well as the various modes of transportation available to the City's residents. Related to these policies is the Transportation level of service policy (see the previous section) which requires new development to mitigate measurable impacts on intersections.

The San Jose International Airport, owned and operated by the City, serves as the primary commercial airport for the metropolitan area. Its location near the center of the urbanized North Santa Clara Valley makes this a very convenient facility for metropolitan area businesses and residents. An Airport Master Plan has been adopted to guide the physical development of the facility through 1997. The Master Plan is based on forecasted increases in passenger volumes (from 3.5 million annual passengers in 1983 to 8.5-10 million by 1997) as well as increases in air freight, air cargo and mail. San Jose International Airport also provides a major share of the County's general aviation facilities, and is particularly well suited for larger corporate aircrafts. Expansion and improvement of the passenger terminal complex freight/cargo facilities, airfield and general aviation facilities are set forth in the Master Plan.

Bicycling can provide an advantageous alternative mode of transportation to the City and its residents. Bicycles are relatively inexpensive to own and operate and bike routes and bicycle parking facilities are likewise relatively inexpensive to construct and maintain. The two key elements which are necessary to successfully promote bicycle usage are safe, direct bicycle routes and abundant bicycle parking facilities at a variety of employment, commercial and recreational destinations. In particular, bicycle parking facilities at light rail stations and near bus stops can significantly increase the convenience of transit.

Bicycling can provide not only an alternative transportation mode for commuting but can also be a recreational activity. Recreational needs can be at least partially met with the development of the designated trails and pathways with paved bike paths.

Caltrans designates three types of bikeways:

Bike paths generally serve corridors that are not served by streets or highways, such as a trail along a park chain.

Bike lanes are established along streets through corridors where there is a significant bicycle demand.

Bike routes are shared facilities, usually with motor vehicles.

Goal: Provide a safe, efficient, and environmentally sensitive transportation system for the movement of people and goods.

Policies:

Thoroughfares

1. Inter-neighborhood movement of people and goods should occur on thoroughfares and is discouraged on neighborhood streets.
2. The City should cooperate with other jurisdictions to develop a thoroughfares system which adequately meets the demand for intra-County trips.
3. Public street right-of-way dedication and improvements should be required as development occurs. Ultimate thoroughfare right-of-way should be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function.
4. Additional public street right-of-way beyond that designated on the Land Use/Transportation Diagram may be required to facilitate left-turn lanes, bus pullouts, and right-turn lanes in order to provide additional capacity at some intersections.
5. Where existing public street right-of-way is determined to be greater than necessary for street purposes, such surplus right-of-way

should be disposed of in a manner consistent with State and local laws.

6. The City should encourage State participation in funding transportation projects intended to alleviate areas with a high incidence of accidents or major traffic congestion.
7. The traffic impacts on regional transportation facilities should be taken into consideration when reviewing major General Plan Land Use Diagram amendments.
8. Vehicular and pedestrian safety should be an important factor in the design of streets and roadways.

Impacts on Local Neighborhoods

9. Neighborhood streets should be designed to discourage through traffic and unsafe speeds. If neighborhood streets are used for through traffic or if they are traveled at unsafe speeds, law enforcement and traffic operations techniques should be employed to mitigate these conditions.

Transit Facilities

10. The City should cooperate with the Santa Clara County Transit District, the California Department of Transportation and other transportation agencies to achieve the following objectives for the County's public transit system:
 - Provide the various segments of the City's population, including the handicapped, elderly, youth and economically disadvantaged, with adequate access to public transit as an alternative to the automobile.
 - Enhance transit service in major commute corridors, and provide convenient transfers between public transit systems and other modes of travel.
 - Develop an efficient and attractive public transit system which meets the travel demand at major activity centers with priority being given to central San Jose, the International Airport, and the Civic Center.
11. New development should be required to install indented curbs for bus pullouts, bus shelters and other transit-related public improvements, where appropriate.
12. Privately owned transit systems, such as taxicabs and private bus companies, should be encouraged to provide convenient transfers to and from public transit systems.
13. The City should encourage State and Federal legislation and programs to develop and promote viable alternative power sources to the internal combustion engine.
14. The City should promote the installation of High Occupancy Vehicle (HOV) lanes on State highways, freeways, and County expressways.

Pedestrian Facilities

15. Pedestrian travel should be encouraged as a viable mode of movement throughout the City by providing safe and convenient pedestrian facilities in new and existing urban areas, particularly the Downtown Core Area and neighborhood business districts.



Santa Clara County Transit

16. Safe access and mobility for the physically handicapped should be considered in the design of all pedestrian facilities.

Transportation System Management

17. The City should cooperate with the Santa Clara County Transit District in the development of park and ride lots to support public transit.
18. The City should promote private-sector participation and implementation of appropriate Transportation System Management measures such as carpooling and vanpooling, preferential parking and staggered work hours/flextime.

Truck Facilities

19. Through truck traffic should be encouraged to utilize State freeways, County expressways, and six-lane arterial streets. Trucks should be encouraged to use those routes which have the least adverse impact on residential areas.
20. Industrial and commercial development should be planned so that truck access through residential areas is avoided. Truck travel on neighborhood streets should be minimized.
21. Freight loading and unloading facilities for new or rehabilitated industrial and commercial developments should be designed to occur off of public streets.

Parking

22. Adequate off-street parking should be required in conjunction with all future developments. The adequacy and appropriateness of parking requirements in the Zoning Code should be periodically re-evaluated.
23. Public parking facilities should be located and designed in order to maximize the number of land use activities which can utilize the facility and to maximize utilization which can occur throughout the 24-hour day. Joint use parking facilities should also be encouraged in private developments.

24. Reserved parking for the handicapped should be allocated at all public off-street parking sites.

25. Multiple occupancy vehicles should be afforded such incentives as preferred parking space location and reduced parking fees.

26. Parking facilities in the Downtown Core Area should be provided in three ways:

- Short-term parking should be available on-site or in close proximity to new development.
- Public perimeter parking should be provided within short walking distances to the highest employment density areas.
- Peripheral parking should be provided at the fringe of the Core Area at longer walking or shuttle-service distances from employment centers.

Rail

27. Whenever possible, grade separation of main line railroads and major arterial streets, particularly those of six lanes or more, should be provided. The City should maximize the use of available State and Federal funds for grade-separated railroad crossings, and encourage the railroads to pay their equitable share of any such projects.
28. The City should continue its Capital Improvement Program to upgrade safety equipment at railroad crossings.
29. The City should take appropriate action to minimize unnecessary traffic delays on surface streets from trains by notifying the appropriate railroad personnel of such occurrences and, if necessary, notifying the Public Utilities Commission.
30. The City should encourage the railroads to fulfill their obligation to maintain railroad crossings.
31. For any decision regarding railroad routing or increased traffic on existing railroad routes, the effects of pollution, disruption or division of neighborhoods, demand for railroad service, and access for motor vehicles and pedestrians should be considered.



San Jose International Airport

Aviation

32. The City should continue to provide aviation services at San Jose International Airport and promote airline service which meets the present and future air transportation needs of local residents and the business community, and which minimizes impacts on the surrounding community.
33. Capital improvements to San Jose International Airport as identified in the Airport Master Plan should be implemented in a timely manner.
34. The City should foster compatible land uses in the vicinity of San Jose Airport in compliance with the adopted Vicinity Area Plan and consistent with the California Airport Noise Standards.
35. Development in the vicinity of airports should be regulated in accordance with Federal Aviation Administration guidelines to:
 - Maintain the airspace required for the safe operation of these facilities.
 - Avoid reflective surfaces, flashing lights and other potential hazards to air navigation.
36. Development in the vicinity of airports should take into consideration the safety areas identified in Airport Land Use Commission (ALUC) policies.
37. As a condition of approval of development in the vicinity of airports, the City should require appropriate aviation easement dedications.

Bicycling

38. A bikeway system should be developed to promote the use of the bicycle as an alternative mode of transportation for commuting as well as for recreational purposes.
39. Bike lanes are considered generally appropriate on arterial and major collector streets. Right-of-way requirements for bike lanes should be considered in conjunction with planning the major thoroughfares network and in implementing street improvement projects.
40. Priority improvements to the bikeway system should include:
 - Bike routes linking light rail stations to nearby neighborhoods.
 - Bike paths along designated trails and pathways corridors.
41. Light rail stations and other public transit embarkation points should include bicycle parking facilities.
42. Bicycle parking facilities should be an integral component of such activity centers as major public facilities, business and employment sites and shopping centers.
43. Bicycle safety should be taken into consideration when implementing improvements for automobile traffic operations.
44. The City should cooperate with the County and other cities in designing and implementing a County-wide bikeways system.

2. Solid Waste

Historically, solid waste disposal sites have raised concerns with regard to the potential for health and nuisance impacts on nearby land uses and the potential for degradation of such environmental resources as air and water quality. These concerns remain significant.

There is a growing recognition that alternative solid waste technologies should be developed for use in the future, both to reduce the potential for environmental damage posed by traditional dis-

posal methods and to tap the resource value of solid wastes, including recyclable materials and methane gas recovery.

The solid waste goals and policies address both the land use implications of present-day technologies and practices with respect to disposal in sanitary landfill sites as well as the recognition that alternative methods and technologies should be pursued.

Goals:

1. Locate and operate solid waste disposal sites to maintain compatibility with surrounding land uses and protect the quality of the environment.
2. Use solid wastes as an important source of recoverable materials and energy.

Policies:

1. Preference should be given to inland non-urban sites for future solid waste disposal. The use of bayland sites for such purposes should be ultimately phased out, though the continued use of existing bayland disposal sites may be allowed for the intermediate-term future.
2. Adequate solid waste disposal capacity should be provided.
3. Solid waste disposal sites are considered non-urban uses and may be located outside of the Urban Service Area.
4. Access routes to solid waste disposal sites in non-urban areas should be designed and controlled so as to avoid inducing urban development on adjacent or nearby properties.
5. Only when solid waste disposal sites incorporate adequate mitigation measures should they be located on lands which are susceptible to landslides, faulting, seismically induced ground failure, 100-year floor inundation, salt water inundation, or dam inundation; or which have a high water table, are within a reservoir drainage basin, in wetlands or in areas of granular soils with some seismic failure potential which may result in the introduction of leachate into groundwater aquifers.

6. Solid waste disposal sites should be planned, located and maintained to mitigate negative impacts on surrounding land uses, particularly residential land uses, including increased traffic and traffic hazards, noise and odor problems, potential littering of traffic routes, and windborne and waterborne litter and other pollution.
7. Solid waste disposal sites should be operated in such a manner as to minimize their attractiveness to birds, insects and rodents.
8. Solid waste disposal sites should provide protection to surface water and ground water aquifers from contamination by leachate.
9. Solid waste disposal sites should be discouraged in proximity to existing or planned airports so that potential problems of bird strikes can be minimized.
10. Where sufficient natural screening by trees or topography for landfill sites and/or access roads leading to such sites is not naturally occurring, screening from inhabited buildings and from public roads should be provided.
11. The approval of solid waste disposal sites should include planning for their eventual, phased restoration to recreational or open space uses, including revegetation with native plant species.
12. Solid waste disposal sites may be established only on lands designed with the Candidate Solid Waste Disposal Site overlay. The Candidate Solid Waste Disposal Site overlay is compatible with underlying designations of Public/Quasi-Public, Non-Urban Hillside and Private Open Space.
13. Methane gas may be recovered from a closed solid waste disposal site irrespective of the land use designation of the site.
14. Sites located in areas designated Heavy Industrial on the Land Use/Transportation Diagram are appropriate for solid waste transfer/processing stations if, during the development review process, it is determined that such a use would be compatible with existing and planned land uses in the vicinity of the site.
15. Solid waste disposal sites should be reviewed and approved through the Planned Development zoning process.
16. Methods of solid waste recycling and reuse which involve production of energy of recycling of materials should continue to be studied and actively pursued.
17. Solid waste recycling, including source separation, should be encouraged.



Santa Clara County Court House, St. James Park

E. Aesthetic, Cultural and Recreational Resources

1. Historic, Archaeological and Cultural Resources

San Jose has had a long and culturally rich history. The commonly held image of San Jose as the prototype of a rapidly growing suburban city tends to obscure the importance of earlier eras in the development of the community.

Long before the first European settlement, Native Americans resided in the area, settling along the many streams and creeks. The gentle climate, the Bay and its marshlands, the year-round streams, the oak groves, and rich agricultural land provided a favorable environment for American Indian villages.

The Pueblo of San Jose was founded November 29, 1777, as the first Spanish civil settlement in California. San Jose's story since then is one of the opening of a new land and the development and building of a civilization on the West Coast.

In the years between the early-19th Century and the mid-20th Century, San Jose evolved into a commercial and governmental center based on the lucrative agricultural economic base. This fertile agricultural region attracted many immigrants who came to find their fortunes in the thriving agricultural community.

Today, San Jose is one of the nation's leading technological centers, attracting industry from all over the world. The invention of the silicon chip in the 1960's has transformed the agricultural center of the 1940's and 1950's into the "Silicon Valley" of today and the future.

Through San Jose's rich history, many sites and structures of historical and cultural importance have been constructed. Some of these significant sites have been lost, but the many that remain can be preserved. In addition to individual sites, there exist many districts in which numerous structures, related by a common architectural style or by historical association, collectively constitute a significant resource. The visual

charm and character of these sites, structures and districts leads to the revitalization of older neighborhoods and helps to enhance community identity.

In many cases, the fine architecture and craftsmanship of these early structures provide a living historical record for the present and future generations of San Jose.

An additional aspect of San Jose's historic and cultural heritage is that of archaeological resources. Native American artifacts and remains have been discovered in such archaeologically sensitive areas as creeksides and hillsides and provide an irreplaceable record of another civilization.

San Jose's long and colorful history can provide a significant contribution to a sense of community identity. In order to enhance this identity, it is important to promote an awareness of San Jose's historic and archaeological heritage.

Goal: Preservation of historically and archaeologically significant structures, sites, districts and artifacts in order to promote a greater sense of historic awareness and community identity and to enhance the quality of urban living.

Policies:

1. Because historically or archaeologically significant sites, structures and districts are irreplaceable resources, their preservation should be a key consideration in the development review process.
2. The City should use the landmark designation process of the Historical Preservation Ordinance to promote the preservation of historically or architecturally significant sites and structures.
3. An inventory of historically and/or architecturally significant structures should be maintained and periodically updated in order to promote awareness of these community resources.
4. Areas with a concentration of historically and/or architecturally significant sites or structures should be considered for preserva-

tion through the creation of Historic Preservation Districts.

5. New development in proximity to designated historic landmark structures and sites should be designed to be compatible with the character of the designated historic resource. In particular, development proposals located within the Areas of Historic Sensitivity designation should be reviewed for such design sensitivity.
6. The City should foster the rehabilitation of individual buildings and districts of historic significance and should utilize a variety of techniques and measures to serve as incentives toward achieving this end. Approaches which should be considered for implementation of this policy include, among others: Discretionary Alternative Use Policy number 3, permitting flexibility as to the uses allowed in structures of historic or architectural merit; transfer of development rights from designated historic sites; tax relief for designated landmarks and/or districts; alternative building code provisions for the re-use of historic structures; and such financial incentives as grants, loans and/or loan guarantees to assist rehabilitation efforts.
7. Structures of historical, cultural or architectural merit which are proposed for demolition because of public improvement projects should be considered for relocation as a means of preservation. Relocation within the same neighborhood, to another compatible neighborhood or to the San Jose Historical Museum should be encouraged.
8. For proposed development sites which have been identified as archaeologically sensitive, the City should require investigation during the planning process in order to determine whether valuable archaeological remains may be affected by the project and should also require that appropriate mitigation measures be incorporated into the project design.
9. Recognizing that Native American burials may be encountered at unexpected locations,

the City should impose a requirement on all development permits and tentative subdivision maps that upon discovery of such burials during construction, development activity will cease until professional archaeological examination and reburial in an appropriate manner is accomplished.

10. Heritage trees should be maintained and protected in a healthy state. A heritage tree list should be prepared and periodically updated to identify trees of special significance to the community.
11. The City should encourage the continuation and appropriate expansion of Federal and State programs which provide tax and other incentives for the rehabilitation of historically or architecturally significant structures.

2. Parks and Recreation

Public parks and recreation areas are an important and necessary element of the urban community, providing for many of its open space and leisure activity needs. The City has recognized this need and has actively pursued a program of park land acquisition. By 1984, some 3,015 acres at 137 sites had been acquired for neighborhood, district and city-wide parks, park chains along several major waterways, community centers and sports facilities. Some of these sites have been developed for the delivery of a wide variety of leisure activities and other related human services throughout San Jose. Other sites remain unimproved because of the City's limited budget for the operations and maintenance costs associated with parks.

The parks and recreation system in San Jose consists not only of City-owned land but also properties owned by other public agencies and private utilities, including the County of Santa Clara, the Santa Clara Valley Water District, the Pacific Gas and Electric Company, school districts and other agencies. Of particular note is the County's regional park system which includes some creek-side park chains and major parks in the mountainous areas around San Jose. The benefits to an urban population which are provided by public parks are sometimes also

provided by facilities not exclusively devoted to parks purposes. Flood control rights-of-way, utility corridors, school yards and water supply reservoirs are familiar examples of facilities which form an integral part of San Jose's recreation-oriented open space resources. A significant concern is the growing number of school closures in many neighborhoods of the City which result in a loss of usable open space and a traditional source of community services.

Level of service goals for parks and recreation services are set forth in Section D of this Chapter.

Level of service goals for parks and recreation services are set forth in Section D of this chapter.

Goal: Provide park lands and recreation areas which enhance the livability of the urban environment by providing parks for residential neighborhoods, preserving significant natural, historic, scenic and other open space resources, and meeting the open space and recreation services needs of community residents.

Policies:

1. The City should consider as an objective the provision of a neighborhood or district park within reasonable walking distance for each resident. That portion of a City-wide or regional park which provides recreational accessibility for nearby residents in the same manner as a neighborhood park should be considered as meeting this objective.
2. Parks should be located, oriented and designed in such a way as to facilitate their security and policing.
3. Through the development review process, private open space and recreation facilities should be fostered in high density residential developments in order to meet a portion of the open space and recreation needs that will be generated by that development.
4. The City should accept open space land dedications only when public ownership will preserve the natural and scenic beauty, protect natural and man-made landmarks, or provide a land supply to meet future recreational needs.



Hank Lopez Community Center

5. In the design and maintenance of parks, consideration should be given to impacts on wildlife. In particular, it should be recognized that native plant species may be best suited for providing wildlife cover and food sources and that herbicides, pesticides and fungicides may be damaging to native plants and wildlife.
6. The City encourages the Santa Clara Valley Water District, school districts, the Pacific Gas and Electric Company and other public agencies and utilities to provide for appropriate recreational uses of their respective properties and rights of way. Consideration should be given to cooperative efforts between these entities and City to develop parks, other open space areas and recreational facilities and programs.
7. The City encourages the County and other appropriate jurisdictions to direct the expenditure of regional park funds to provide parks and other open space lands and recreational resources within, or in close proximity to, the urban population.
8. The City should continue to work cooperatively with local school districts in identifying and evaluating surplus school sites for potential park lands acquisition. In furtherance of this policy, the City should maintain and periodically update the School Site Re-Use Plan and the Surplus School Property Plan.
9. The City should maintain and periodically update a plan establishing criteria and standards for the provision of parks and recreation services. The UPARR Plan, "Parks and Recreation for the 80's", would meet this objective.
10. The City should promote the enactment of State legislation intended to facilitate cities' ability to acquire the surplus property of public agencies for parks, open space and recreation purposes.
11. The City encourages the County and other public agencies to accept dedications of open space lands of regional significance. The City also encourages private entities to preserve open space lands.
12. Bikeways, hiking trails, equestrian trails, rest areas and picnicking accommodations should be provided within designated trails corridors, wherever feasible.

3. Scenic Routes

The City of San Jose has many scenic resources which include the broad sweep of the Santa Clara Valley, the hills and mountains which frame the Valley floor, the baylands and the urban skyline itself, particularly high-rise development. It is important to preserve public thoroughfares which provide visual access to these scenic resources. The designation of a scenic route applies to routes which afford especially aesthetic views. Two types of Scenic Routes are designated on the Scenic Routes and Trails Map. They are Landscaped Throughways and Rural Scenic Corridors.

State and Interstate Highways are important transportation routes with high traffic volumes. San Jose's image for both residents and visitors is affected by the visual and aesthetic scene both at gateways where these routes enter the City, and as these routes traverse the City. In particular, State and Interstate Highways are frequently elevated, presenting grand views of the downtown, the hillsides and other scenes of considerable significance. These views contribute to the image of San Jose as pleasant and attractive city in which to live and work.

The Scenic Route designation of Landscaped Throughway on the Scenic Routes and Trails Diagram designates all State and Interstate Highways that are located within San Jose's Sphere of Influence. Landscaping and the use of architectural detailing along the highway will enhance and improve the visual qualities of these thoroughfares. Billboards and other large structures located adjacent to Scenic Routes often diminish views and present an unattractive urban appearance from the roadways. Special efforts, such as discouraging the use of billboards and regulating the size and shape of structures along highways, can preserve scenic views and maintain the City's overall image.

Rural Scenic Corridors are scenic routes that provide access to the natural amenities that surround the City. They are defined as the scenic road right-of-way plus the landscape visible on either side of the right-of-way. Any development in these areas should be subject to special design treatment in order to blend with the scenic qualities of the area.

Designated Scenic Routes are not the only thoroughfares that have scenic views. Most major streets provide some type of view or "vista" of the natural areas, the hillsides or man-made structures. Often major streets provide unique opportunities to develop or preserve significant views.

Goal: Preserve and enhance the visual access to scenic resources of San Jose and its environs through a system of Scenic Routes.

Policies:

1. Development within the designated Rural Scenic Corridors and along designated Landscaped Throughways should be designed with the intent of preserving and enhancing attractive natural and man-made vistas.
2. The natural character of Rural Scenic Corridors should be preserved by incorporating mature stands of trees, rock outcroppings, streams, lakes and reservoirs and other such natural features into project designs.
3. The design of Landscaped Throughways should include a high standard of architectural detail and landscaping in order to create a consistent and attractive visual quality.
4. Any development occurring adjacent to Landscaped Throughways should incorporate interesting and attractive design qualities and promote a high standard of architectural excellence.
5. Any development along Landscaped Throughways entering the City should be designed to provide attractive gateways to the City.
6. Development along designated Rural Scenic Corridors should preserve significant views of the Valley and mountains, especially in, or adjacent to, Coyote Valley, the Diablo Range, the Silver Creek Hills, the Santa Teresa Ridge and the Santa Cruz Mountains.
7. The planning of Rural Scenic Corridors should take into consideration the potential for providing access to such public facilities as parks, recreation areas, bike trails and cultural attractions.



Silver Creek Road

8. Roadway design on Rural Scenic Routes should minimize impacts on native flora and natural topographic features.
9. Billboards adjacent to all Scenic Routes should be strongly discouraged.
10. Many major streets and other roadways in San Jose afford scenic views of hillsides, although they may not qualify as designated Scenic Routes. Special consideration of street design should be taken so as to preserve views of hillsides wherever they occur.

4. Trails and Pathways

The many creeks and streams traversing San Jose which connect many of the area's large regional parks offer an unparalleled opportunity to create a network of trails and pathways. This network can link a large urban population with

the significant open space and recreational opportunities afforded by public parks and other open space lands in the baylands, hillside areas and throughout the Santa Clara Valley. A trails and pathways network can provide access to these important natural areas and recreational opportunities without dependence on either the automobile or congested urban streets.

Trails and pathways can also provide local opportunities for persons who wish to jog, bike, ride horses or just hike along natural creeksides. This recreational opportunity for nearby residents and employees, plus the aesthetic advantages of the natural riparian setting of creekside areas enhances the value of development on adjacent properties.

The Scenic Routes and Trails Diagram is described in Section V. E. of this General Plan. This section describes the trail and pathway

designations on the diagram which identifies the corridors planned for the City.

Goal: Provide a network of trails and pathways throughout the City in order to maximize the City's recreational opportunities and to provide alternate means of reaching regional parks and other natural areas.

Policies:

1. The City should control land development along designated Trails and Pathway Corridors in order to provide sufficient trail right-of-way and to ensure that new development adjacent to the corridors does not detract from the scenic and aesthetic qualities of the corridor.
2. When new development occurs adjacent to a designated Trails and Pathway Corridor, the City should encourage the developer to install and maintain the trail.
3. Design, construction, and management of trails and pathways should be carefully executed in order to minimize environmental disturbance.
4. Bridges and other public improvements within designated Trails and Pathways Corridors should be designed to provide safe and secure routes for trails, including grade separation of roadways and trails whenever feasible.
5. The City should promote cooperative interagency planning of pathways, bikeways and equestrian trails.
6. The incorporation of trails and pathways into lanes used for public and utility purposes is encouraged.

F. Natural Resources

This General Plan is based on the premise that natural resources are not inexhaustible commodities to be exploited, but are valuable assets to be judiciously used and wisely managed for the benefit of present and future generations. The intent of the Natural Resources goals and policies is to balance resource conservation and urban development, so as to maximize the achievement of environmental, economic and social needs.

Management of natural resources affects a much larger area than that within San Jose's jurisdiction. Conservation or misuse of natural resources by one city can affect all the other cities in the region. For example, air pollution generated in cities to the north will be carried by the prevailing winds to San Jose, decreasing local air quality. Without consistent action throughout the San

Francisco Bay region, San Jose's environmental management goals will not be met. Recognizing the regional scope of these issues, the Association of Bay Area Governments (ABAG) adopted a Bay Area Environmental Management Plan in June of 1978. Designed to meet Federal air and water quality requirements, this Plan was prepared with the involvement of cities, counties, and other affected agencies. It identifies major environmental problems in air and water quality, water supply and solid waste management, and recommends a series of policies and implementation measures intended to solve those problems. The goals and policies in this plan are intended to be consistent with, and to implement where feasible, the Bay Area Environmental Management Plan.

The many interrelationships between the individual resources described below may be applicable to any particular property.

Goal: Conservation and prudent use of natural resources within San Jose's sphere of influence for the community's long-term environmental and economic benefit.

1. Woodlands and Grasslands

Woodlands and grasslands are the primary vegetative cover on the hillsides surrounding the Santa Clara Valley floor. This vegetative cover provides grazing land and wildlife habitat, and facilitates the capture and subsequent percolation of rainwater. These areas also have direct scenic value.

Woodlands and grasslands are susceptible to damage from inappropriate agricultural uses and practices as well as from urban development, and should be protected from erosion and fire hazard.

Goal: Protect the ecological and scenic characteristics of grasslands and woodlands in hillside areas.

Policies:

1. The nature and amount of public access to wooded areas and grasslands, when allowed, should be consistent with the environmental characteristics of these areas.
2. The use of motorized off-road vehicles should be limited, and strictly regulated, in woodlands and grasslands.



3. The City should cooperate with other agencies in the preservation of hillside vegetation and in the control of grazing on rangelands, and should strictly enforce grading regulations governing the removal of natural vegetation and rearrangement of soils.
4. Encouragement should be given to appropriate forestation and replanting projects in hillside areas.
5. Appropriate agricultural uses should be encouraged in hillside areas.

2. Extractive Resources

Extractive resources known to exist in and near the Santa Clara Valley include cement, sand, gravel, crushed rock, clay, and limestone, all of which have provided building materials to the construction industry. Santa Clara County has also supplied a significant portion of the nation's mercury over approximately the past 100 years.

Goal: Make prudent use of economically useable extractive resources.

Policies:

1. When urban development is proposed on lands which have identifiable and economically useable extractive resources, the value of such resources should be taken into consideration.
2. The quarrying of economically useable resources, including sand and gravel, should be carefully regulated to mitigate potential environmental effects such as dust, noise and erosion.
3. When approving quarrying operations, the City should impose requirements for the contouring and revegetation of sites after quarrying activities cease.

3. Water Resources

Both the adequacy of supply and quality of water resources are of concern to the community. The local water resource system consists of watershed lands, underground aquifers, reservoirs, canals, streams, rivers, creeks, and groundwater recharge areas. This local system is supplemented by the importation of water from external

sources. Water is a finite resource and local water resources should be conserved as much as possible to protect the adequacy of supplies, to limit the dependence on external sources of supply, and to avoid the overdrafting of the underground water basin to reduce land subsidence. Man's activities can affect the quality and supply of water. Urbanization can both restrict the recharge of underground water basins by reducing permeable land surfaces, and increase the amount of pollutants which find their way into the underground water basins from storm run-off and from on-site percolation.

The Santa Clara Valley Water District is the agency primarily responsible for the conservation and development of water resources. The City's planning and regulation of the amount and location of urban development can affect this process.

Goal: Protect water resources because they are vital to the ecological and economic health of the region and its residents.

Policies:

1. The City, in cooperation with the Santa Clara Valley Water District, should restrict, or carefully regulate, public and private development in watershed areas, especially those necessary for the effective functioning of reservoirs, ponds, and streams, and for the prevention of excessive siltation.
2. Water resources should be utilized in a manner which does not deplete the supply of surface or ground water, and efforts to conserve water supplies, both local and imported, should be encouraged.
3. The City should encourage the Santa Clara Valley Water District to restrict public access and recreational uses on water related lands when water quality could be degraded.
4. The City should not permit urban development to occur in areas not served by a sanitary sewer system.
5. The City should protect important groundwater recharge areas, particularly creeks and creeksides, from urban encroachment.

6. When new development is proposed in areas where storm runoff will be directed into creeks upstream from groundwater recharge facilities, the potential for groundwater contamination should be assessed and appropriate preventative measures should be recommended.
7. The City shall require the proper construction and monitoring of facilities storing hazardous materials in order to prevent contamination of the groundwaters and underlying aquifers. In furtherance of this policy,
 - design standards for such facilities should consider high groundwater tables and/or the potential for freshwater or saltwater flooding.

4. The Bay and Baylands

The South San Francisco Bay and the baylands are an important open space resource. They provide food, shelter and nesting grounds for many species of wildlife. The water surfaces of the Bay make an important contribution to the mild climate of this area. Reduction of the surface area raises air temperatures and reduces winds. It also reduces water circulation in the South Bay, decreasing the capacity to flush pollutants from the Bay. The Bay and bayland habitats can also be jeopardized by dredging activities.

The San Francisco Bay National Wildlife Refuge, located in the baylands near the community of Alviso, is an area set aside for the preservation and restoration of the natural bayland habitat. The Bay and adjacent lands are defined, for the purpose of this Plan, as the salt water areas and strips of land extending 1,000 feet inland from the mean high tide.

Goal: Preserve and restore natural characteristics of the Bay and adjacent lands, and recognize the role of the Bay's vegetation and water area in maintaining a favorable climate and good air and water quality.

Policies:

1. The Baylands should be used only for activities which are consistent with the fragile environmental characteristics of this area. Such uses would include salt-extraction, the wildlife refuge and recreation.
2. Review and approval of urban development in the Baylands should give special consideration to the natural hazards in this area.
3. The City, with the County and other appropriate jurisdictions, should cooperate to discourage new filling or dredging of Bay waters, of salt ponds or of marsh lands.
4. The City, in cooperation with other appropriate agencies, should encourage opening abandoned Bay salt ponds to tidal action.
5. The City should continue to take necessary actions to meet regional water quality standards, and to support the South Bay Discharge Authority (SBDA) study on the capacity of the South Bay to receive treated sewage and the effects of such discharge.

5. Marineline and Wildlife Resources

Marinelife and wildlife and their habitats are beneficial for their food, recreation, research, and intrinsic environmental value. People fish, hunt or simply observe the fish and wildlife of Santa Clara County. The major marine and wildlife habitats are the Bay and the baylands, the streams and their surrounding riparian vegetation, and the mountainous areas surrounding the valley. Each species of wildlife is adapted to and dependent for its survival on particular habitat conditions. If marine and wildlife species are to be preserved, there must continue to be natural areas for their refuge and survival.

The San Francisco Bay National Wildlife Refuge is preserved for the purposes of protecting the many species of plant and animal life which inhabit and migrate through the baylands.

There are many rare or endangered species of vegetation and wildlife known to inhabit various parts of the Santa Clara Valley. The rare or endangered plants known to exist in Santa Clara County are: Coyote ceanothus (Ceanothus



South San Francisco Bay at Alviso

ferrisae), Mt. Hamilton thistle (*Cirsium campylon*); fountain thistle (*Cirsium fontinale*); Pt. Reyes bird's beak (*Cordylanthus maritimus*); Mt. Hamilton coreopsis (*Coreopsis hamiltonii*); talus fritillaria (*Fritillaria falcata*); Marin dwarf flax (*Hesperolinon congestum*); Contra Costa goldfields (*Lasthenia conjugens*); Dudley lousewort (*Pedicularis dudleyi*); Gairdner's yampah (*Peredersider gairdneri*); Mt. Diablo phacelia (*Phacelia phaceliodes*); glabrous allocarya (*Plagiobothrys glaber*); rock sanicle (*Sanicula saxatilis*); Metcalf Canyon jewel flower (*Streptanthus albidus* ssp. *albidus*); Mt. Hamilton jewel flower (*Streptanthus callistus*); and bitter-root (*Lewisia rediviva*); and white-rayed pentachaeta (*Pentachaeta gairdneri* ssp. *gairdneri*).

Wildlife species which are considered rare or endangered include those found in the Baylands habitat and those which inhabit the foothills and remote mountain ranges. The known rare and endangered species which live in or frequent the Baylands area include the California clapper rail (*Rallus longirostis obsoletus*), California least tern (*Sterna albifrons browni*), California brown pelican (*Pelecanus occidentalis californicus*), California black rail (*Laterallus jamaicensis coturniculus*), and the Salt Marsh harvest mouse (*Reithrodon tomys raviventris*).

The rare and endangered animal species identified as inhabiting the hillside areas include the Bald eagle (*Haliaeetus leucocephalus*), the Golden eagle (*Aquila chrysaetos*), the Prairie falcon (*Falco mexicanus*), peregrine falcon (*Falco peregrinus*), cougar (*Felis concolor*), San Joaquin kit fox (*Vulpes macrotis mutica*), white tailed kit (*Elanus caeruleus*). Two other species not officially designated as rare or endangered but which are considered threatened are the California Red-legged frog (*Rana aurora draytoni*) and the Bay Checkerspot butterfly (*Euphydryas editha bayensis*).

Goal: Preserve areas of special marine and wildlife habitation, particularly those containing endangered species, as living research and recreational resources, and as indispensable parts of the total environment.

Policies:

1. Any development involving unmitigated adverse impacts on the National Wildlife Refuge in South San Francisco Bay should not be permitted.
2. Consideration should be given to setting aside nature preserves in the Bay, marshes, streamsides, streambeds, and hillside areas to protect habitats of essential, rare and endangered species of plants and animals, and to provide areas for educational and research purposes.

3. Recreational uses in wildlife refuges, nature preserves and wilderness areas in parks should be limited to those activities which have minimal impact on wildlife habitats.

6. Air Quality

The climate and topography of the San Francisco Bay Area often directs air pollution to San Jose. High concentrations of pollutants are due to a blanketing layer of air known as a "thermal inversion", which prevents the upward escape of pollutants. The mountains which rim the Bay and form the Santa Clara Valley channel the prevailing winds, typically light and from the north, whenever there is thermal inversion. Under these conditions, air contaminants from urban areas of the Peninsula and East Bay are carried southward, to the degradation of air quality in the South Bay.

According to the Bay Area Air Quality Management District (BAAQMD) San Jose is at the center of a "non-attainment" area where air pollution by ozone, carbon monoxide, and particulates exceeds acceptable levels. Programs to reduce exposure to ozone and carbon monoxide by 1987, included in BAAQMD's 1982 Bay Area Air Quality Plan and other State and Federal plans are now being implemented for South Bay residents. However, attainment of acceptable air quality in the South Bay will require continued efforts by San Jose and neighboring cities to promote transportation improvements and reduce dependency on the automobile.

Goal: Maintain acceptable levels of air quality for the residents of San Jose.

Policies:

1. The City should take into consideration the cumulative air quality impacts from proposed developments and should establish and enforce appropriate land use and regulations to reduce air pollution.
2. Expansion and improvement of public transportation services and facilities should be promoted, where appropriate, for its air quality benefits.
3. The City should urge effective regulation of those sources of air pollution, both inside and

outside of San Jose, which affect air quality. In particular, the City should support Federal and State regulations to improve automobile emission controls.

4. The City should foster educational programs about air pollution problems and their solution.

7. Energy

Every aspect of modern society depends on the use of energy sources. Energy sources are used for transportation, lighting and operating machinery and appliances.

The City has little, if any, control over the production and supply of conventional fossil fuels; the City has no coal mines or oil wells. In general, the fossil fuel energy is an imported resource, with both availability and price governed by a wide variety of factors.

Although the City of San Jose and its residents are affected by all energy decisions, they have little direct control. However, there is some indirect control or influence which the City can have over the amount and type of energy sources the City and its residents consume. The General Plan includes policies to impact energy consumption through the mix of land uses and the design of a transportation system which provides the most efficient movement of people and goods.

San Jose can also affect energy supply and consumption by reducing the energy consumed for City operations, by using renewable energy sources, where feasible, and by supporting the development of appropriate renewable energy sources.

Goal: Foster development which, by its location and design, reduces the need for non-renewable energy resources.

Policies:

1. The City should promote development in areas served by public transit and other existing services. Higher residential densities should be encouraged to locate in areas served by primary public transit routes and close to major employment centers.

2. Land use decisions should consider the proximity of industrial and commercial uses to major residential areas in order to reduce the energy used for commuting.
3. Public facilities should be encouraged to locate in areas easily served by public transportation.
4. The energy-efficiency of proposed new development should be considered when land use and development review decisions are made. The City's design techniques include provisions for solar access, for siting structures to maximize natural heating and cooling, and for landscaping to aid passive cooling protection from prevailing winds and maximum year-round solar access.
5. The City should encourage owners and residents of existing developments to implement programs to use energy more efficiently and to explore alternative energy sources.
6. All street lights in areas outside of the Downtown Core Area should use the low-pressure sodium vapor. Within the Downtown Core Area, high pressure sodium vapor streetlights should be used.
7. The City should require low-pressure sodium vapor lighting for outdoor, unroofed areas in all new developments and encourage existing development to retrofit using low-pressure sodium vapor lighting.
8. The City should continue to pursue energy efficiency in City operations.
9. The City should encourage the development of renewable energy sources and cooperate with other public and quasi-public agencies in furthering this policy.

8. Agricultural Lands and Prime Soils

In addition to the production of food and fiber, lands utilized for agriculture can provide the indirect benefit of enhanced air quality through the plant respiration cycle. Prime soils, soils which have the ability to produce common cultivated crops without deterioration over a long

period of time, underlie most of San Jose. The City has been built on prime soils, and most of the remaining undeveloped land consists of prime soils. Most of the remaining vacant, valley floor land in San Jose including most of the Coyote Valley, is designated as prime farm lands by the State of California Important Farmlands Inventory. Preservation of all prime soil land would mean a virtual halt to urbanization and is not a reasonable goal. Not all lands designated on the Land Use/Transportation Diagram for Agriculture are in agricultural use nor are all prime soils lands in agricultural use.

Goal: Avoid the premature conversion of agricultural lands to urban uses.

Policies:

1. Williamson Act contracts and other forms of property tax relief should be encouraged for agricultural lands in non-urban areas.
2. The City should promote the passage of legislation to establish County-wide or State-wide agricultural preservation programs, including the funding necessary for implementation of such programs.
3. Appropriate agricultural uses should be encouraged in hillside areas.
4. Preservation of agricultural lands and prime soils in non-urban areas should be fostered in order to retain the aquifer recharge capacity of these lands.

G. Hazards

San Jose's Sphere of Influence includes many areas subject to varying degrees of naturally occurring hazards. Historically, as land becomes scarce, there is increased pressure to develop vacant land with a higher hazard potential. However, development in hazardous areas can result in significant costs to the community, including major property damage as well as potential loss of life. Another major consideration is the extraordinary expense borne by the City to repair and replace public utilities and facilities located in hazard areas.

Hazards obviously represent a risk to the community. The purpose of the goals and policies in this section is to incorporate safety considerations into the City's planning and decision making processes to reduce those risks. Since it is not possible to eliminate all such risks, the City and its residents must decide, based on personal, social, and economic costs and benefits, the degree of risk that is acceptable for various hazards. High risks in existing structures may be lowered to an acceptable level by physical alteration, relocation or demolition, or changes in use. For new development, the emphasis of the General Plan policies is to regulate construction so as to minimize identifiable risks.

The natural hazards policies in this Plan are based on substantial background data and analysis about existing conditions in the City of San Jose and in the Santa Clara Valley. The three main sources for this information, incorporated into the General Plan by reference, are:

- 1) "Technical Report, Geological Investigation, City of San Jose's Sphere of Influence", prepared by Cooper Clark and Associates, hereinafter called the Cooper-Clark Technical Studies.
- 2) The City of San Jose Fault Hazard Maps, prepared by the San Jose Department of Public Works, which include State of California Special Study Zones.

- 3) Flood Insurance Rate Map (FIRM), City of San Jose, California, prepared for the National Flood Insurance Program by the Federal Emergency Management Agency.

These sources describe the soils, geologic and flooding conditions throughout the area, but they are not intended to identify the site specific characteristics of individual properties. The Plan's policies require detailed site-specific evaluation of properties when the sources referenced above indicate there may be a potential hazard. This evaluation is to confirm the accuracy of the generalized information provided in the referenced sources, identifying the specific impacts of a proposed development, and developing appropriate mitigation measures for those impacts.

There are many interrelationships between the various topics within the space for Figure 8 hazards section of the Plan. For example, the control of erosion and prevention of landslides can have positive effects on the reduction of potential flooding impacts. Earthquakes can magnify, and in fact are a direct cause of one type of liquefaction, a hazardous soil condition. Fires in watershed areas can increase erosion and storm water run off, thereby increasing flooding potential.

The discussion of natural hazards also relates to other elements of the General Plan. The potential for land subsidence is directly related to the issues discussed in the Water Resources section, since land subsidence is caused from overdrafting the ground water basin. The discussion of flooding hazards in this section is directly related to the planning for improved flood control facilities discussed in the Facilities and Services section. This section also addresses man-made hazards, including noise, fire hazards and hazardous materials. Safety hazards associated with vehicular, rail and air transportation are addressed in the Transportation goals and policies.

The natural hazards described below are generally depicted on the Natural Hazards Map printed on the reserve side of the Land Use/Transportation Diagram.

Figure 12 Acceptable Exposure to Risk Related to Various Land Uses

Land uses and structural types are arranged below according to the level of exposure to acceptable risk appropriate to each group; i.e., the lowest level of exposure to acceptable risk should be allowed for Group 1 and the highest level of exposure to acceptable risk for Group 7.

Level of Acceptable Exposure to Risk	Land Use Groups
Extremely Low	<p>Group 1: • Vulnerable structures, the failure of which might be catastrophic – such as nuclear reactors, large dams, and plants manufacturing or storing explosives or toxic materials.</p> <p>Group 2: • Vital public utility facilities, such as electric transmission interties (500 KV), network ties (230 KV), and substations; regional water supply distribution facilities, such as aqueducts and valley pipelines, treatment plants and pumping stations; and gas transmission mains.</p>
Low	<p>Group 3: • Major communication and transportation facilities, such as airports, telephone lines and terminals, bridges, tunnels, freeways and overpasses, and evacuation routes.</p> <p>• Water Retention Structures such as small dams and levees, and sanitary land fills.</p> <p>• Emergency facilities, such as hospitals, fire and police stations, ambulance services and post-earthquake aid stations.</p> <p>Group 4: • Involuntary occupancy facilities, such as convalescent and nursing homes, schools and prisons.</p> <p>• High occupancy buildings, such as theaters, arenas, large office buildings and hotels, and large apartment buildings or complexes.</p>
Moderately Low	<p>Group 5: • Public utility facilities, such as metropolitan feeder electric transmission routes (60 and 115 KV), water supply turnout lines, and sewage lines.</p> <p>• Facilities which are of major importance to the local economy.</p>
Ordinary Risk Level	<p>Group 6: • Minor transportation facilities, such as arterials and parkways.</p> <p>• Low to moderate occupancy buildings, such as single-family residences, small apartment buildings, motels, and small commercial/office/professional light industrial buildings.</p> <p>Group 7: • Very low occupancy building such as warehouses, storage areas, and farm structures.</p> <p>• Open space and recreation areas, farm lands, and wildlife areas.</p>

Source: Joint Committee on Seismic Safety of the California Legislature.

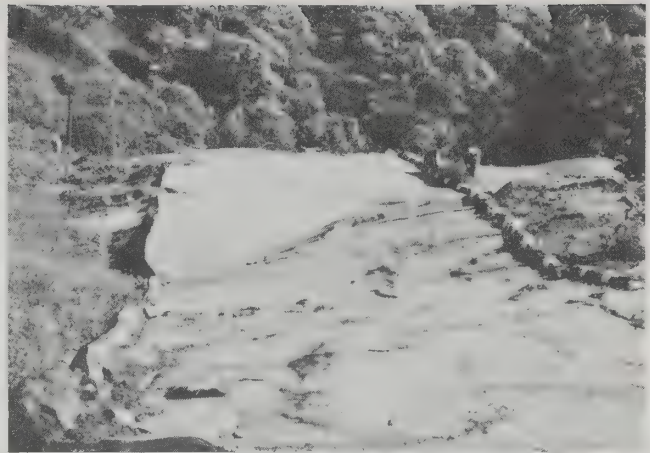
Goal: Strive to protect the community from injury and damage resulting from natural catastrophes and other hazard conditions.

Policies:

1. Development should only be permitted in those areas where potential danger to the health, safety, and welfare of the residents of the community can be mitigated to an acceptable level.
2. Levels of "acceptable exposure to risk" established for land uses and structures based on descriptions of land use groups and risk exposure levels are outlined in Figure 12, "Acceptable Exposure to Risk Related to Various Land Uses", and should be considered in the development review process.
3. Provisions should be made to continue essential emergency public services during natural catastrophes.
4. The City should continue updating, as necessary, the San Jose Building Code to address earthquake, fire and other hazards.
5. The City should promote awareness and caution among San Jose residents regarding possible natural hazards, including soil conditions, earthquakes, flooding, and fire hazards.
6. Disaster preparedness planning should be undertaken in cooperation with other public agencies and appropriate public-interest organizations.

1. Soil and Geologic Conditions

Hazards related to soil and geologic conditions include erosion, landslides, expansive soils (subject to shrink and swell behavior), weak soils (subject to failure) and land subsidence. Soils with varying degrees of expansivity are present throughout the San Jose area, as are weak soils. The baylands and streambeds are areas with weak soils. Soils subject to liquefaction during an earthquake are more widespread, with varying levels of potential failure. Land subsidence which has historically occurred throughout the valley is primarily concentrated in the Central and Alviso areas of the City. This condition has been



Results of Landsliding on Boulder Drive

arrested by the Santa Clara Valley Water District's groundwater recharge system.

The Soils and Geologic policies stress the need for identification and awareness of soils and geologic hazards in the planning and development of the future urbanization of the City. Areas of potential geological hazard are defined on the Landslide Susceptibility, Fault Traces, and Erosion Potential Maps contained in the "Technical Report, Geological Investigation, City of San Jose's Sphere of Influence", prepared by Cooper-Clark Associates, and on the State of California Special Study Zones Maps, both as referenced above.

The areas identified on these maps broadly define likely locations of soils and geologic hazard. Detailed study of these potential impacts is necessary in conjunction with the development review process in order to identify and assess the site-specific conditions.

Goal: Protect the community from the hazards of soil erosion, weak and expansive soils and geologic instability.

Policies:

1. The City should require soils and geologic review of development proposals to assess such hazards as potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, erosion and sedimentation in order to determine if these hazards can be adequately mitigated.

2. The City should not locate public improvements and utilities in areas with identified soils and/or geologic hazards to avoid any extraordinary maintenance and operating expenses. When the location of public improvements and utilities in such areas cannot be avoided, effective mitigation measures should be implemented.
3. In areas susceptible to erosion, appropriate control measures should be required in conjunction with proposed development.
4. In order to prevent undue erosion of creek banks, the City should seek to retain creek channels in their natural state, where appropriate.
5. The Development Review process should consider the potential for any extraordinary expenditures of public resources to provide emergency services in the event of a manmade or natural disaster.
6. Development in areas subject to soils and geologic hazards should incorporate adequate mitigation measures.
7. The City should cooperate with the Santa Clara Valley Water District's efforts to prevent the reoccurrence of land subsidence.
8. Development proposed within areas of potential geological hazards should not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties.

2. Earthquakes

San Jose is located in a region of very high seismic activity. The major earthquake faults in the region are the San Andreas, near the crest of the Santa Cruz Mountains, and the Hayward and Calaveras fault system located in the Diablo Range. Numerous other faults are located in the hills and throughout the valley. The Berryessa, Crosley, Clayton, Quimby, Shannon and Evergreen faults are potentially active also located in the Santa Clara Valley. The soils which make up the majority of the valley floor consist of alluvial deposits from the surrounding mountain ranges. These types of soils have the potential to produce

severe ground shaking which is the source of most earthquake damage.

The level of risk which the City considers acceptable for the hazards of earthquakes varies for different land uses and structural types. Figure 12 identifies the acceptable level of exposure to risk by land use. Earthquakes can generate a variety of hazards which include surface rupture, groundshaking and resultant ground failure, differential settlement, seismically induced landslides, and seismically induced inundation. Although it is not possible to negate all the risks associated with earthquakes, it is the intent of the General Plan to use the tools available, such as geotechnical studies (as referenced in the introduction to this section), appropriate land use decisions and building codes to reduce the risks to acceptable levels.

Goal: Minimize the risk from exposure to seismic activity.

Policies:

1. The City should require that all new buildings be designed and constructed to resist stresses produced by earthquakes.
2. The City should foster the rehabilitation or elimination of structures susceptible to collapse or failure in an earthquake.
3. The City should only approve new development in areas of identified seismic hazard if such hazard can be appropriately mitigated.
4. The location of public utilities and facilities, in areas where seismic activity could produce liquefaction should only be allowed if adequate mitigation measures can be incorporated into the project.
5. The City should continue to require geotechnical studies for development proposals; such studies should determine the actual extent of seismic hazards, optimum location for structures, the advisability of special structural requirements, and the feasibility and desirability of a proposed facility in a specified location.
6. Vital public utilities as well as communication and transportation facilities should be

located and constructed in a way which maximizes their potential to remain functional during and after an earthquake.

7. Land uses in close proximity to water retention levees or dams should be restricted unless such facilities have been determined to incorporate adequate seismic stability.
8. Responsible local, regional, State, and Federal agencies should be strongly encouraged to monitor and improve the seismic resistance of dams in the San Jose area.

3. Flooding

San Jose and the Santa Clara Valley have a history of flooding which has resulted in loss of life and property. In San Jose, the most serious flooding in recent history has occurred in the Alviso and North San Jose areas.

Flood Insurance Rate Maps (FIRM's) have been prepared in conjunction with the Federal Flood Insurance Program showing areas projected to be flooded to a depth of one foot or more in the event of a "1%" or "100-year" flood occurrence. The Natural Hazards map depicts areas subject to inundation due to dam failure.

Although the Santa Clara Valley Water District has the primary responsibility for flood control and modifications to stream channels, San Jose has jurisdiction over, and responsibility for, the development of areas adjacent to all rivers and streams in the City's Urban Service Area. Therefore, City policies and land use decisions directly affect the design of channel modifications required as a part of a development. In particular, the City's regulation of development is the vehicle for requiring the dedication of waterways to the Water District, preservation of flood plains and in some cases, the construction of flood control improvements.

Goal: Protect the community from the risk of flood damage.

Policies:

1. New development should be designed to provide protection from potential impacts of flooding during the "1%" or "100-year" flood.

2. Development in watershed areas should only be allowed when adequate mitigation measures are incorporated into the project design to prevent unnecessary or excessive siltation of flood control ponds and reservoirs.
3. Designated floodway areas should be preserved for non-urban uses.
4. The City and the Santa Clara Valley Water District should cooperate to develop flood control facilities to protect the Alviso and North San Jose areas from the occurrence of the "1%" or "100-year" flood.
5. Appropriate emergency plans for the safe evacuation of occupants of areas subject to possible inundation from dam failure should be prepared and periodically updated.
6. The City should support State and Federal legislation which provides funding for the construction of flood control improvements in urbanized areas.

4. Fire Hazards

San Jose residents are exposed to both urban and wildland hazards. Fire is a unique hazard because it is both a natural hazard and one which can be significantly affected by the intentional, as well as accidental, actions of man.

In urban areas, the most serious concern is fires in high-rise buildings, multiple-family dwellings, and commercial and industrial structures containing highly combustible and toxic materials. City ordinances require the installation of fire sprinklers for most new construction other than low-rise residential developments. However, all residential structures are included in the City's requirements for smoke alarms. Adequate access to all structures on a site can be critical in urban areas. Inadequate parking provisions promote improperly parked vehicles which may obstruct or hinder emergency access.

In grass or woodland areas, adequately controlled fires can have some beneficial effects such as the control of excessive, dense brush and tree growth. If such dense growth does exist, any fire will be hotter and more likely to destroy plant

roots which are necessary to bind the soil to prevent heavy erosion by wind and water.

Development in wildland areas complicates fire prevention and protection, particularly when the development is scattered and low density. In this case, controlled burns cannot be used to prevent excessive undergrowth and the potential for man-made fires is increased because of the proximity of people and buildings to wildland. Other means of control, such as growth retarding chemicals, mechanical cutting of top growth, and fire breaks could be employed; however, these tend to be less desirable due to development costs and the environmental effects of these measures.

Goal: To incorporate fire safety precautions as an integral consideration in planning development.

Policies:

1. "Controlled burning" programs, agricultural uses such as grazing and special planting, and maintenance programs to reduce potential fire hazards in the hills and wilderness areas should be encouraged where appropriate.
2. All new development should be constructed, at a minimum, to the fire safety standards contained in the San Jose Building Code.
3. New development adjacent to heavily grassed and semi-arid hillsides should be designed and located to minimize fire hazards to life and property, including the use of such measures as fire preventive site design, landscaping and building materials, and the use of fire suppression techniques such as sprinklering.
4. Alternative water resources for fire fighting purposes should be identified for use during a disaster.
5. Anticipated fire response times and fire flows should be taken into consideration as a part of the Development Review process.
6. New development should provide adequate access for emergency vehicles, particularly fire fighting equipment, as well as provide secure evacuation routes for the inhabitants of the area.

7. The City should regulate the storage of flammable and explosive materials and strongly encourage the proper transportation of such materials.



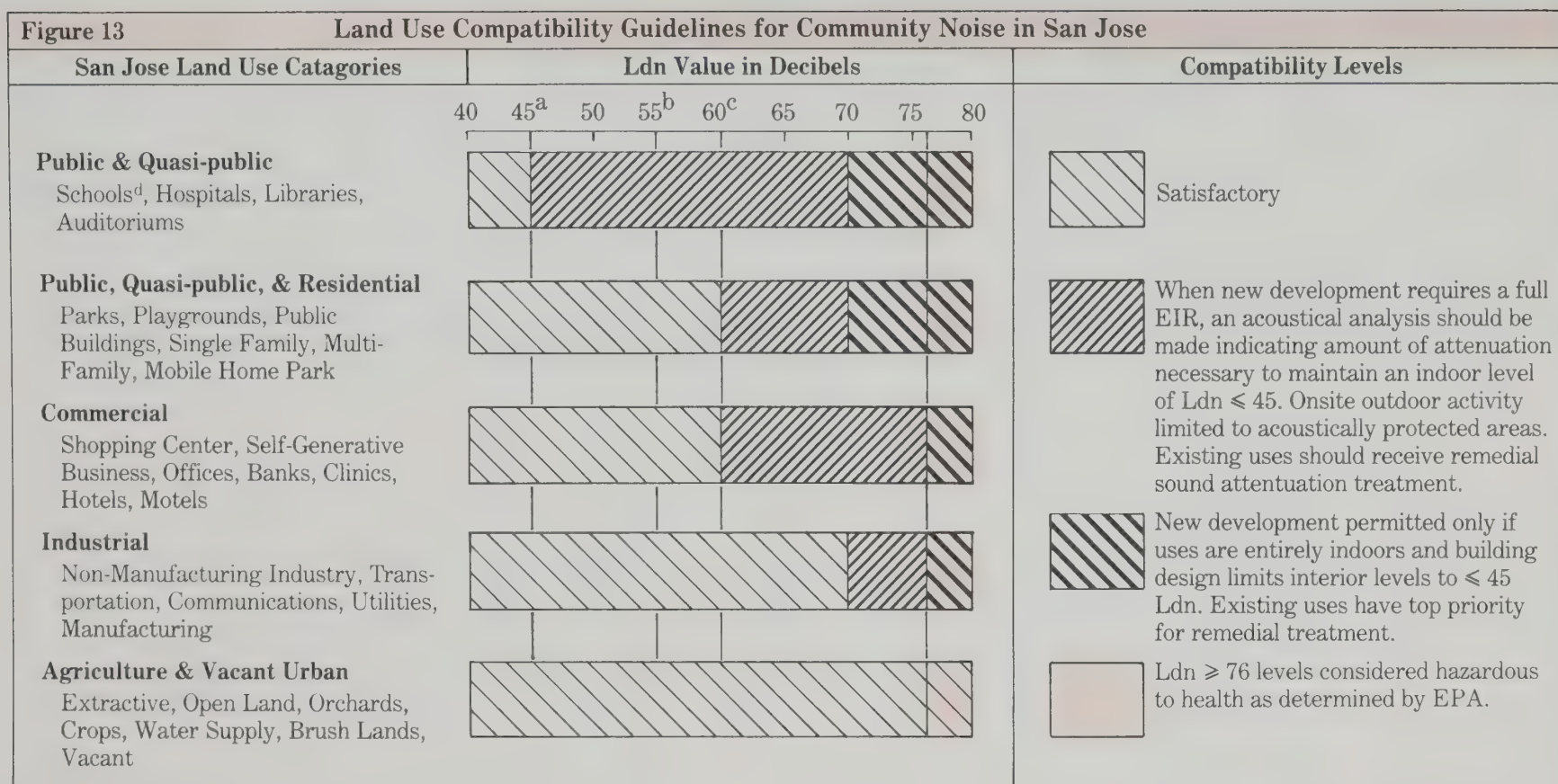
5. Noise

Noise as a form of environmental hazard has no natural component. All of the identified noise sources in the urban area are man-made. The existing background or "ambient" noise level in the community is the product of the cumulative effects of a variety of different noise sources.

There is scientific evidence documenting the detrimental effects of noise on human health and well being. The Environmental Protection Agency identifies 45 Ldn (average day/night noise level in decibels) indoors and 55 Ldn outdoors as the desirable maximum levels of noise.

The City commissioned a noise measurement survey for the preparation of the 1974 Noise Element of the General Plan. This survey was updated in 1984 to reflect current noise conditions in the community. The results of the recent survey generally confirmed the findings of the original noise survey. The major sources of noise in San Jose are the various modes of transportation that serve the community, including automobile and truck traffic on freeways and major streets, rail lines and airports. Other sources of noise include stationary sources such as commercial and industrial operations as well as temporary sources such as construction activities and loud stereo music.

Because of the existing noise levels in San Jose, and the need for State and Federal legislation to require quieter engine design in all forms of



Source: Horizon 2000 General Plan, City of San Jose

- a. Interior Noise Quality Level
b. Long-Range Exterior Noise Quality Level
c. Short-Range Exterior Noise Quality Level
d. L_{eq} value of $L_{eq}(3)$ = is used for the evaluation of school impact by the airport.

transportation, a short-term outdoor standard of 60 Ldn is considered to be more realistic than 55 Ldn. However, since adequate construction technology is currently available, an indoor noise standard of 45 Ldn is feasible and coincides with Title 25, the State Noise Insulation law which is implemented by the City.

Figure 13 shows the compatibility of various land use categories with varying noise levels. The intent of the Plan is to ultimately achieve these levels. However, the Downtown Core Area and the area around San Jose International Airport have been identified as special noise impact problem areas. The Vicinity Area Plan for the San Jose Airport, based on the EPA noise information and the California Airport Noise Standards, identifies the appropriateness of using Ldn standards for indoor noise levels and the difficulty in shielding outdoor areas from overhead noise sources. Because of the nature of these special areas, it may be impossible to attain the desired outdoor noise level standard of 55 Ldn or even the 60 Ldn standard in the near-term.

Goal: Minimize the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies.

Policies:

1. The City's acceptable noise level objectives are 55 Ldn as the long-range exterior noise quality level, 60 Ldn as the short-range exterior noise quality level, 45 Ldn as the interior noise quality level, and 76 Ldn as the maximum exterior noise level necessary to avoid significant adverse health effects. These objectives are established for the City, recognizing that the attainment of exterior noise quality levels in the environs of the San Jose International Airport and in the Downtown Core Area will probably not be achieved in the time frame of this Plan. To achieve the noise objectives, the City should require appropriate site and building design, building construction and noise attenuation techniques in new residential development.
2. The City should include appropriate noise attenuation techniques in the design of all new arterial streets.
3. The City should encourage the State Department of Transportation and County Transportation Agency to provide sound attenuation devices which are visually pleasing on all new and existing freeways and expressways.
4. The City should support legislation requiring noise-reducing modifications to aircraft engines and should continue to encourage the use of quieter aircraft at the San Jose International Airport.
5. The City should continue to require safe and compatible land uses within the International Airport noise zone (defined by the 65 CNEL contour forecast for 1997) in compliance with the adopted Airport Master Plan and Vicinity Area Plan noise policies, and should also encourage operating procedures which minimize noise.
6. The City should encourage the Federal Aviation Administration to enforce current high cruise altitudes which minimize the impact of aircraft noise on land use.
7. The use of off-road vehicles such as trail bikes, mini-bikes and dune buggies should only be allowed in areas where the resulting noise is consistent with the City's exterior noise level standards and is compatible with adjacent land uses.
8. The City should discourage the use of outdoor appliances, air conditioners, and other consumer products which generate noise levels in excess of the City's exterior noise level standards.
9. Construction operations should use available noise suppression devices and techniques.
10. Commercial drive-through uses should only be allowed when consistency with the City's exterior noise level standards and compatibility with adjacent land uses can be demonstrated.

6. Hazardous Materials

Danger to public health and welfare is posed by a variety of hazardous materials. The term “hazardous materials” encompasses a large number of substances, including toxic metals, chemicals and gases, flammable and/or explosive liquids and solids, corrosive materials, infectious substances, and radioactive material.

The transport, distribution, and storage of these materials is of extreme concern to the City of San Jose. The City’s adopted Hazardous Materials Ordinance regulates the storage of most of these materials. The Plan recognizes the broad implications of the use of hazardous materials. The following goal and policies address the land use implications.

Goal: Protect City residents from the risks inherent in the transport, distribution, use and storage of hazardous materials, recognizing that the use of these materials is integral to many aspects of society.

Policies:

1. The City should require proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal.
2. The City should support State and Federal legislation which strengthen safety requirements for the transportation of hazardous materials.
3. Due to the uniquely sensitive seismic, geologic and hydrologic characteristics of Santa Clara Valley and surrounding hillside areas, hazardous waste disposal facilities should not be allowed within the City’s Sphere of Influence.
4. Due to the uniquely sensitive seismic, geologic and hydrologic characteristics of Santa Clara Valley and the concentration of population in the City of San Jose which magnifies potential hazards to public health and safety, new or expanded hazardous waste collection, distribution and treatment facilities should not be allowed within the City.
5. The City should encourage the State to take responsibility for the funding, location and strict regulation of hazardous waste disposal sites.



V. Land Use/Transportation Diagram

While the Land Use/Transportation Diagram is most visibly and easily identified as the General Plan, it is only a part of the General Plan. The Land Use/Transportation Diagram gives geographic reference and a spatial context to the goals and policies of the General Plan. The Diagram also illustrates the vitally important link between land uses and the transportation network.

This section begins with a discussion of two key areas of San Jose, the Downtown Core Area and the Guadalupe Corridor. In addition, this section amplifies the meaning of the various land use and transportation designations which appear on the Diagram. It also includes the Discretionary Alternate Use Policies which define cases in which uses other than those designated on the Land Use/Transportation Diagram may conform to the General Plan. The Scenic Routes and Trails Diagram is an integral part of the General Plan but is included in the text and separated from the Land Use/Transportation Diagram for ease of understanding. This Diagram shows Landscaped Throughways, Rural Scenic Corridors and Trails and Pathway Corridors which are discussed in the Scenic Routes and Trails and Pathways goals and policies.



Downtown San Jose Skyline

A. Special Strategy Areas

1. Downtown Core Area

A city is more than simply an aggregation of large numbers of people and structures. A city has social and cultural dimensions made possible by a large population which supports a rich variety of human endeavor. A “downtown” is a unique form of urban environment in which the highest social, cultural and economic achievements of city dwellers can find expression.

The central business district of a city is traditionally a major center for employment and commercial activities, often supported by high density housing. It is also the central point of identity of a city for cultural and recreational activities, a place where people can meet and satisfy the human

desire for social interaction. An established downtown further serves as a focal point for business and vacation travelers and thus improves a city’s economic and cultural image. The difference between a suburban community and a great city can be distinguished by the presence of a vital downtown.

It is a fundamental goal of the General Plan to revitalize San Jose’s Downtown Core Area by creating development opportunities, new jobs, cultural, convention, and entertainment activities, an expanded tax base and a strong image and identity for the San Jose Metropolitan Area. Downtown San Jose should be a focal point in the lives of the residents of the City. It should provide a source of identity to the community and be a

Map 5

Downtown: Core Area and Frame Area Boundaries





Paseo de San Antonio

central place for a variety of activities. It should also be an attractive place where people want to go and to which they have convenient access. Downtown San Jose should be developed on a human scale with an environment which puts the highest value on people.

To reach this goal, the City should continue to focus its efforts on a development strategy which is economically and physically realistic and which encourages significant private investments with public assistance where appropriate.

Future development objectives for the Downtown should also recognize that successful downtowns are places of intense urban activities. Development standards here should encourage pedestrian use and conversely discourage automobile-oriented uses. The building setback requirements for suburban areas of San Jose are not applicable in the Downtown. High-rise development forms a dramatic skyline, making Downtown a destination rather than a through corridor for traffic trips. Thus, urban design policies favor Downtown as the location for high-rise office and residential development.

Economic feasibility studies have identified new office development as the major economic "driver" of the downtown revitalization effort. The primary locations for new office developments will be in the redevelopment areas, particularly in the San Antonio Project Area. Infill office development is expected to occur throughout the remainder of the Downtown.

The Downtown development strategy does not depict the core area as a regional shopping center in the traditional character and form of past downtowns because it is already surrounded by eight regional centers within a seven mile radius. The market opportunity for major retail development appears limited. However, the Downtown retail market is well-suited to accommodate restaurant, entertainment, specialty and convenience center uses designed to serve the employees and visitors to office, university, and entertainment centers.

As residential development proceeds and as demand warrants, the future and existing retail areas will be able to share in the growth of the downtown by expanding and upgrading their faci-



Detail of Old Bank of America Building At First & Santa Clara Streets

lities. This future retail strategy will reinforce existing retail activity and create major retail focal points that would connect retail development along Santa Clara and First Streets. The Post Street Mall and Second Street frontages have potential as secondary retail areas.

Residential development in the Downtown will play a major role in the long range redevelopment of the Core Area. It is essential to infuse a residential population into the downtown to promote the concept of a "24-hour" downtown that retains its vitality after the 8 to 5 workday hours. Prime sites for residential development are in the San Antonio Plaza redevelopment project, around St. James Park and along the Guadalupe River. The anticipated new housing development would be market rate, as the Downtown already has a disproportionate share of lower income and subsidized housing relative to the remainder of the City.

A strong nucleus of cultural facilities is deemed as critical to the overall downtown redevelopment effort as residential development. An expanded convention center will provide support for these

cultural facilities and will, in turn, be supported by high quality hotel facilities. Thus, commercial land use policies favor Downtown as the location for major hotel development. This development strategy would extend west to include lands around the Guadalupe River. Potential museums and other public uses in a Guadalupe River Park setting would link the existing and proposed civic uses into a cohesive area of attraction for urban commerce and culture.

Many of the older buildings in the Downtown reflect the culture and history from which the Downtown was born. Consistent with the historic preservation policies, future development must be sensitive to the historic character of these structures and should be designed to enhance these important reminders of the City's past. Where practical, cohesive districts of historically significant structures should be formed to preserve the historic fabric of the area and whenever possible, individual structures can be preserved and integrated into future development.

Planning for open space in the Downtown is based on an urban park concept, utilizing street-



scape design along major vehicular and pedestrian corridors to link landscaped open spaces, paseos and the Guadalupe River. Street improvements to facilitate pedestrian traffic are emphasized. A gateway design treatment is planned to signify arrival at major entry points into the Downtown.

The circulation concept for the Downtown core is predicated upon a multi-faceted strategy. Through-traffic will be reduced, pedestrian activity encouraged, long term peripheral parking lots will divert traffic from high activity areas and up to 30% of Downtown trips will be captured by transit. Downtown serves as the hub for the County's bus and light rail transit systems. Traffic congestion problems would still exist, however, due to the intensified land use that accompanies major city centers. The Downtown area has unique traffic circulation problems and opportunities, and for this reason the Downtown Core Area is exempted from the Transportation level of service policy.

2. The Guadalupe Corridor

The Guadalupe Corridor is a broad area extending across the center of San Jose along a north-south axis. Anchored at both ends by the Edenvale and North San Jose/Santa Clara industrial parks, the Corridor encompasses the Downtown Core Area and the developing residential neighborhoods of Edenvale/Blossom Valley and Almaden.

The Guadalupe Corridor light rail project (see Map 8), due to be completed by the late 1980's, will utilize the rights-of-way of two planned but unbuilt State freeways, Routes 85 and 87. The 20-mile light rail line is part of a larger, multi-modal transportation system which combines light rail with an expressway and bicycle lanes in Route 87 and in Route 85 east of Route 87. North of Downtown, the light rail line will be located in North First Street. A light rail spur line will run along an abandoned Southern Pacific Lick Branch right-of-way from the intersection Routes 85 and 87 to a terminus at the intersection of Coleman Avenue and Winfield Boulevard.

The Guadalupe Corridor Project is essential to the realization of key objectives of the General Plan, including vigorous economic growth in high technology and supporting industries, the housing and population growth which is necessary for economic development, and a balance between land uses and a transportation system which operates at an acceptable level of service. Because there are major employment centers at both ends of the light rail line, maximum utilization of the system's reverse commute potential is expected. The implementation of the Guadalupe Corridor project also represents a unique opportunity to develop a new form of residential environment consisting of higher density development. Located in close proximity to the light rail stations, this higher density housing can foster pedestrian and bicycle access to the stations, reducing automobile usage within the corridor area.

There are other benefits to the light rail system relative to the City's development strategies and urban design goals. The most obvious is its direct support for Downtown revitalization and the intensification and growth of economic, cultural and social activities there. The Downtown Transit Mall will link the light rail system with the hub of the bus transit network.

The location and design of other light rail stations will exert a strong impetus for development in surrounding areas, providing an incentive for new development which will benefit from the increased activity and traffic. In return, new development in station areas also benefits the light rail system by generating increased patronage. Finally, the attraction of commuters to both the light rail system and the expressway will cause a significant redistribution of commute traffic from the surface street network, easing peak hour congestion and traffic impacts in neighboring areas.

There are many advantages to the light rail mode of transit over the conventional bus system. The light rail vehicles have priority control at traffic signals, thus avoiding the traffic congestion which can slow the commute for bus patrons as well as the drivers of private automobiles. The capacity of light rail trains is much greater than individual buses. The electricified light rail system is both

more energy efficient and environmentally sound than the fossil fuel-powered bus system.

While the primary purpose of the Guadalupe Corridor system is to provide increased peak-hour transportation capacity linking housing and job centers, it will also provide an alternate mode of travel to many key facilities throughout the City and County. Some of these facilities include the San Jose International Airport, the San Jose/Santa Clara County Civic Center, and Downtown attractions such as the Center for the Performing Arts, Civic Auditorium, the Convention Center, the Main Library, the San Jose Museum of Art, San Jose State University, the State and Federal Office Buildings, as well as theaters and restaurants. The light rail line will also improve access to area shopping centers such as Oakridge Mall and other destination points such as Almaden Lake Park located at the terminus of the Lick Branch line and the Marriott Theme Park at the northerly terminus of the main line.

The Guadalupe Corridor light rail project provides an exciting opportunity for new directions in San Jose's maturing growth and development. The light rail system, together with potential extensions to other parts of San Jose and neighboring cities, offers the prospect of continued economic growth and vitality while avoiding some of the traffic impacts associated with automobile-oriented development.

B. Land Use Diagram

The planned land uses for all property within the City's sphere of influence are depicted on the Land Use/Transportation Diagram. The official copy of the Land Use/Transportation Diagram is maintained on file in the Department of City Planning. The land use designations reflect the goals and policies of the General Plan.

The basic land use for a given parcel of land is determined by referring to the Land Use/Transportation Diagram. In some cases, however, policies such as the Discretionary Alternate Use Policies (see Section V. C.) define conditions under which a land use or a density other than that designated on the Diagram may be allowed. Since parcels of two acres and less in size may be too small to be separately identified on a map of the scale of the official Land Use/Transportation Diagram, any developed parcel of two acres or less is deemed to be in conformance with the General Plan regardless of how it is designated. For the purpose of the General Plan, a developed parcel is defined as one which has an existing urban land use. (This does not include "improved" parcels which have been prepared for development with utilities and grading but which are still vacant.) The status of existing legal non-conforming uses in regard to zoning is not affected by the General Plan Land Use designation.

Also depicted on the Land Use/Transportation Diagram is the Urban Service Area (U.S.A.) boundary. This boundary may not coincide with the line of demarcation between urban and non-urban land use designations for two reasons. On the one hand, the U.S.A. boundary may be found beyond the extent of planned urban uses because Local Agency Formation Commission policies stipulate that boundaries follow property lines, irrespective of land use designation. On the other hand, urban land use designations may be found outside the U.S.A. boundary, indicating that the Urban Service Area may be expanded in the future when adequate services and facilities are available for property expected to urbanize before the year 2000.

1. Residential

The densities of the residential categories are based on net acreage, which is the area actually used for the construction of residential development and excludes the area used for schools, parks, and streets.

The densities set forth for the single-family residential categories (eight units per acre and less) represent the maximum allowable density in the areas where the designation applies. No minimum density is intended to apply to these categories. Densities which are less than those designated may be more appropriate in some areas, due to environmental hazards, resource conservation concerns or the need to achieve compatibility with existing land use patterns. For the multiple-family residential categories (greater than eight units per acre), however, the range sets forth both a minimum and a maximum allowable density. This is intended to ensure a sufficient supply of housing to efficiently accommodate future population growth within the Urban Service Area.

A "transfer of densities" may be allowed within a contiguous area for which more than one residential density category is designated. Such a density transfer may be approved only under a specific development plan for the entire property and only if the total number of dwelling units proposed would otherwise be allowed by the density ranges



Housing Construction

applicable to the property. In other words, it might be possible to “rearrange” the densities applicable to a given portion of a property, if the total number of units allowed on the entire property is not increased.

a. Rural Residential: 0.2 Dwelling Units Per Acre

This is the least intensive category of residential use and is planned for some of the peripheral areas of San Jose. This land use category would be represented by single-family dwellings on lots averaging five acres in size.

This form of development is non-urban. It is not expected that urban services would be extended to these areas within the time frame of this Plan, except for the emergency services which must be provided within all of the City’s corporate limits. In the foothill areas where it is applied, this density is intended to help mitigate the geologic conditions which would be associated with a more urban development.

To the extent allowable under County health regulations, certain agricultural uses are appropriate in areas designated as rural residential.

b. Estate Residential: 1 Dwelling Unit Per Acre

This category, like the Rural Residential and Low Density Residential categories, is planned for areas which are not suited for a more intensive form of development because of topography or geologic conditions as well as urban service limitations.

On such designated lands where topography is not limiting, the representative form of development would be single-family homes on lots that average one acre in size. For properties so designated that are situated in steeper hillside settings, clustering of units and utilization of other hillside development techniques are anticipated and encouraged.

Since this designation is planned at the urban/non-urban interface, the type and level of services required to support future developments in this category is expected to be less than that required for strictly urban land uses. Projects that

minimize the demand for urban services and provide major funding for construction of needed service facilities would be appropriate.

Because of the urban service and land capability (topographic and geologic) concerns that are associated with the Estate Residential designation, development within this category should be approved only under Planned Development zoning.

c. Low Density Residential: 2 Dwelling Units Per Acre

This land use category is typified by half-acre residential lots. In all areas planned for this density, other than in Evergreen, the designation is based upon topographical and/or geologic considerations. In Almaden, this designation applies generally to areas near creeks, which are subject to ground failure from liquefaction and where, therefore, higher densities are not appropriate. On a given parcel, sufficient unaffected area may be found to sustain a density of two units per acre. In the foothills of Alum Rock and Berryessa, this density is based on the need to limit development due to the potential for landsliding and soil creep. In the case of Evergreen, the inability of the planned transportation system to accommodate a greater degree of urbanization is the basis for this density east of Ruby Avenue and south of The Villages.

d. Medium Low Density Residential: 5 Dwelling Units Per Acre

This density is typified by 8,000 square foot residential lots. This density category responds both to the need for slightly larger than normal lots to prevent excessive grading on slopes between five and fifteen percent and to the need to provide a variety of lot and house sizes within the City. This density is found throughout the Almaden Valley and eastern Evergreen, and in the foothill areas of Edenvale, Alum Rock and Berryessa.



Model Homes – Evergreen Area

e. Medium Density Residential: 8 Dwelling Units Per Acre

This density is typified by the 6,000 square foot subdivision lot which is prevalent in San Jose. It is characteristic of many residential neighborhoods, and is the density at which the majority of the single-family housing will be built in the future. Smaller-lot, detached patio homes and single-family attached residences are also appropriate in this category.

f. Medium High Density Residential: 8-16 Dwelling Units Per Acre

This density is typified by patio homes, townhouses and duplexes. Since the Land Use Diagram designates density rather than housing types, it would also allow a mixture of single family and apartment units, subject to overall density limits. It is generally located on the edges of single-family neighborhoods and other infill sites. In some cases, it has been planned as a

transition between higher intensity uses (e.g., shopping centers or apartment complexes) and single-family neighborhoods.

g. High Density Residential: 12-25 Dwelling Units Per Acre

This density is typified by two-story apartments and condominiums with surface parking, although structures of greater height with compensating amounts of open space would be possible. High density residential uses are planned primarily for locations on major streets and near major activity centers.

h. Very High Density Residential: 25-40 Dwelling Units Per Acre

This density is typified by three-story apartments or condominiums over parking. This density is planned primarily near the Downtown Core Area, near commercial centers of a regional scale with ready access to freeways and/or expressways and in the vicinity of the Guadalupe Corridor station areas.

i. Residential Support for the Core Area: 25 + Dwelling Units Per Acre

This land use designation is intended for very high density residential use (25 + Dwelling Units Per Acre) in and near the Downtown Core Area. This designation permits development with commercial uses at street level, with residential use on upper floors, as well as wholly residential projects. Development within this category is intended to expand the potential for residential development in close proximity to central area jobs and to create new consumer markets in the Downtown area.

2. Planned Residential Community

The uses allowed within this category encompass a full range of residential densities as well as other compatible and appropriate land uses.

Application of this Planned Community designation is intended for properties which, because of size, location or urban service conditions, require special consideration for purposes of future development. This designation is intended to provide the private development sector with a greater degree of flexibility in developing

innovative projects while also incorporating special development and design objectives. While no specific minimum land area requirement is defined, properties to be considered for this designation must be of a sufficient size to provide an appropriate community environment within the City's surrounding environment.

Development under the Planned Residential Community designation shall be approved only under Planned Development zoning. Development within the Planned Residential Community category is subject to all other applicable General Plan policies. Development within land use designations will conform to the normal guidelines for those designations unless special qualifications are outlined in the specific land use plan for the Planned Residential Community.

a. Berryessa Planned Residential Community

The Berryessa Planned Residential Community was created in an effort to provide greater housing opportunities in close proximity to the employment centers of the City and the County. The primary objective is to improve transportation conditions city-wide by shortening the commuting time between jobs and housing. Approximately 3,000 dwelling units can be accommodated in this Planning Residential Community.

The Berryessa Planned Residential Community is comprised of approximately 300 acres in north-eastern San Jose adjacent to the San Jose Municipal Golf Course. It is bordered by Murphy Road on the north, Berryessa Road on the south, the Golf Course on the west, Western Pacific Railroad and King Road on the east.

Provision of Public Services

The Berryessa Planned Residential Community is essentially a large-scale infill development surrounded by recreational open space, residential and industrial land uses. With a few exceptions, the existing and planned infrastructure in the area has sufficient capacity to meet the additional demand associated with this residential planned community. Supporting infrastructure within the planned community, such as streets and storm and sanitary sewers, will be constructed by developers in conjunction with development projects. The City should monitor service levels in these

facilities, particularly in connection with development proposals, to assess area-wide impacts.

The Berryessa Union and Orchard Elementary School Districts have both determined that existing school facilities are able to accommodate future residential growth in the planned community and, therefore, a school site has not been delineated on the Specific Land Use Plan. In addition to the neighborhood park and municipal golf course, private open space areas should be required of new residential development, particularly in the higher density ranges.

Design Considerations

Many of the properties within the Planned Community have either direct frontage onto arterial streets or abut the Western Pacific Railroad tracks, or both. There are also some residential/industrial interface issues in this area. Consistent with the Noise and Urban Design policies in the General Plan, sound attenuation measures are recommended. The use of earth berms and landscaping along residential and non-residential interfaces are recommended for mitigation of noise and other potential environmental impacts. Where residential uses are proposed along arterial streets, only limited access will be allowed as outlined in the Transportation Policies of the General Plan.

Specific Land Use Plan





The land use designations incorporated in the Berryessa Planned Residential Community include: High Density Residential (12-16 du/ac), Medium High Density Residential (8-12 du/ac), Medium Density Residential (8 du/ac), Neighborhood/Community Commercial, and Neighborhood Park. In the High Density Residential category, density transfers, controlled through the Planned Development zoning process, are allowed in order for properties to develop above or below the established density range as long as the projected 14 dwelling unit per acre average throughout the areas designated High Density Residential is maintained. The locations of the planned major thoroughfares and the neighborhood park within the Planned Community are designated on the Specific Land Use Plan.






Map 6

Berryessa Planned Residential Community Specific Land Use Plan

Adopted 12-18-80

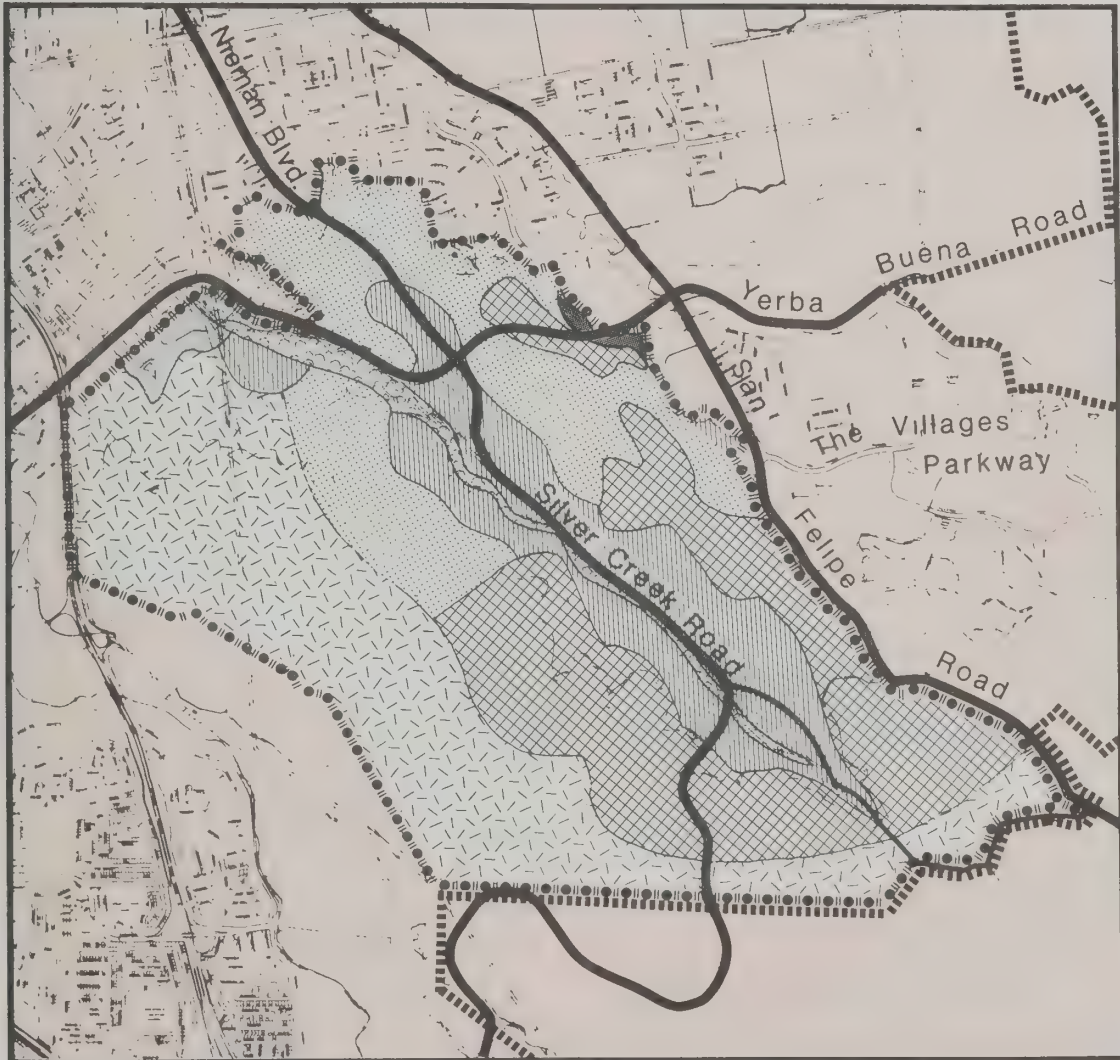













-  Medium Density Residential (8 du/ac)
-  Medium High Density Residential (8-12 du/ac)
-  High Density Residential (12-16 du/ac - 14 avg.)
-  Neighborhood/Community Commercial

-  Arterial (115-130' Right-of-Way)
-  Arterial (80-106' Right-of-Way)
-  Major Collector (60-90' Right-of-Way)
-  Community Boundary
-  P Floating Park

Map 7

**Silver Creek Planned Residential Community
Specific Land Use Plan
Adopted 12-7-82**



- | | |
|--|--|
|  Non Urban Hillside |  Medium Density Residential (8 du/ac) |
|  Rural Residential (1 du/5 ac) |  Public Park and Open Space |
|  Estate Residential (1 du/ac) |  Arterial (80-106' Right-of-Way) |
|  Low Density Residential (3 du/ac) |  Major Collector (60-90' Right-of-Way) |
|  Medium Low Density Residential (5 du/ac) |  Community Boundary |
| |  Urban Service Area Boundary |

b. Silver Creek Planned Residential Community

This planned residential community in the south-east area of San Jose encompasses approximately 3,100 acres of land at the northerly extension of the Silver Creek Hills. Two ridge lines are contained within this hillside projection, with the west ridge being most prominent in terms of scale, topographic relief and visibility. The easterly ridge exhibits more gently sloping characteristics and is significantly lower in elevation than the western ridge. Separating these ridges is a small valley through which Silver Creek makes its northward flow to the Santa Clara Valley floor. It is along this natural creek channel that the most significant tree growth is encountered within the area. Above this waterway habitat, the hillside areas are vegetated with annual grasses and sparsely dotted with shrubs and trees.

Plan Objectives

The rural setting of this planned residential area, surrounded on three sides by developed urban uses, presents a unique opportunity to create a low density suburban community within close proximity of the fully urbanized city. The plan utilizes primarily the lowest density residential land use categories, locating the various densities according to the ability of the topography to support development.

This Planned Community is intended to provide a special opportunity for the private sector to incorporate innovative design concepts in the development of a high-quality suburban residential community. As such, the consideration of quality in both site and architectural design and construction will be central to the review of development applications in this area.

Provision of Public Services

While the overall character of the Silver Creek Planned Residential Community is low-intensity and rural in nature, all of the major urban services necessary to support residential development will be required. The major services which will require extension and upgrading to serve the Planned Community include: transportation, storm and sanitary sewer, domestic water, fire and police. In addition, careful analysis of the impact of the Planned Community on the capacity

of the Water Pollution Control Plant will also be necessary.

In the cases of transportation, storm and sanitary sewers and water supply, extensive capital improvements beyond those presently planned or funded will be necessary to provide service to this area. Consistent with City policy, new development will be required to finance these capital improvements.

Future development in the Planned Community will be subject to all other City development policies and controls. Specifically, this will include conformance to the Evergreen Area Development Policy for transportation as well as inclusion in the allocation system which distributes available transportation capacity.

Overall Design Considerations

The establishment of a low density residential community in this area with primarily rural land use densities on the hillsides is intended to preserve the basic character of the area by minimizing the grading necessary for development. In the portions of the Silver Creek Valley which are less constrained by topography, development will be typified by large single-family lots. In steeper hillside areas, clustering of dwellings and other innovative hillside development techniques are encouraged. The restrictions on development of the western slope facing the main Valley floor and the low intensity of development proposed throughout the hillside areas are necessary in order to preserve and protect the valuable watershed characteristics of the hillsides. Other critical design criteria, which will control the extent and form of ultimate development of the area, include the soils, geologic and seismic hazards known to exist in the area. Each project will require an in-depth analysis to address the potential negative impacts of the project on adjacent properties.

In order to enhance the suburban nature of the low density residential development proposed in this area, consideration will be given to the use of rural improvement standards which generally reflect the large lot "estate" concept such as reduced street rights-of-way, lack of sidewalks, and private street lighting.

Specific Land Use Plan

The primary land use designations incorporated in the Silver Creek Planned Residential Community include: Low Density Residential (3.0 du/acre), Estate Residential (1.0 du/acre) and Rural Residential (1.0 du/5 acres). The basic concept of the Land Use plan is to allow slightly higher density development (3.0 du/acre maximum) on the flatter land along the narrow Silver Creek Valley. The less steep hillside areas surrounding the Valley are designated Estate Residential, allowing an average of 1.0 dwelling unit per acre. Steeper hillside areas which are still considered able to support some limited development are designated Rural Residential (one dwelling unit per five acres).

The hillside slope on the westerly edge of the Planned Community is designated Non-Urban Hillside, retaining its present non-urban state and preserving its open space and scenic value for Santa Clara Valley and the South San Jose area. Approximately 19.0 acres of land are designated Public Park and Open Space consisting of the Silver Creek flood control right-of-way and the site of the future Silver Creek Park along Silver Creek Road. Consideration will also be given to the inclusion of five to ten acres of neighborhood/community commercial land use, designed to serve the needs of the Planned Community. The specific location and mix of services to be provided in this commercial area will be determined as more detailed development plans are provided for the Planned Community.

In addition to the neighborhood commercial uses, other forms of commercial and recreational enterprises will be allowed where they are designed as an integral part of the Planned Community,

including golf and tennis clubs and resort and lodging facilities. The transfer of residential densities from property utilized for such non-residential land uses will be allowed, consistent with the goals and objectives of the Planned Community.

The projected number of dwelling units and acreages within the Silver Creek Planned Residential Community is shown on the following Table.

While the Specific Land Use Plan establishes the intent of the Planned Residential Community design and the maximum allowable densities, significant flexibility is to be allowed in the ultimate type and mix of land uses within the Planned Community. Silver Creek and Yerba Buena Roads are designated for Rural Scenic Corridor treatment.

The Rural Scenic Corridor designation requires careful consideration be given to the "preservation of attractive environmental and scenic qualities adjacent to and within immediate view of scenic roads". The Scenic Routes and Trails Diagram also encourages the regulation of land uses in Rural Scenic Corridors including protection of important natural and man-made resources and special views.

3. Urban Reserve

The Urban Reserve designation identifies areas which are appropriate for urban development and for inclusion in the Urban Service Area only in the long-term and are not required to accommodate growth in the shorter term.

The Urban Reserve designation enables the City to phase growth, based both on need and the abil-

Land Use Designation

8/AC	5/AC	3/AC	Estate Res.	Rural Res.	Non-Urban Hillside	Pub. Pk./ Open Sp.	TOTALS
30 ac 192 du	11 ac 44 du	451 ac 1353 du	838 ac 838 du	661 ac 132 du	1007 ac 51 du	77 ac —	3075 Acres 2610 DU's

ity to provide the necessary facilities and services to support future development.

The Urban Reserve designation is similar to the Planned Residential Community designation since it is tailored for each area to which it is applied. The preparation of a Specific Area Plan will precede development and will be generated by fulfillment of enumerated prerequisite conditions. The Specific Area Plan will delineate the land uses in detail and include infrastructure needs, special requirements for infrastructure financing, phasing requirements as necessary and any other special policy statements which are appropriate.

a. South Almaden Valley Urban Reserve

The South Almaden Valley is situated between the Santa Cruz Mountains and the Santa Teresa Hills. The Urban Reserve is located southeast of the Mockingbird Hill Road/McKean Road/Harry Road line toward the community of New Almaden and toward Calero Reservoir. The rural character of the Valley is typified by grazing and pasturelands, horses and equestrian stables, small farms and orchards.

The intent of the Urban Reserve designation is to ultimately create a planned community for up to 2,000 dwelling units together with supporting commercial services and public facilities. Expansion of the Urban Service Area to include any part of the South Almaden Urban Reserve should occur only after a Specific Area Plan for the Urban Reserve is effective. The City Council should direct that the Specific Area Plan be prepared only after it finds that both of the following prerequisite criteria have been satisfied:

- A preferred alternative for a Route 85 project (which is at least a four-lane expressway between Highway 101 near Bernal Road and Highway 280 near De Anza College) has been identified in a Route 85 Alternatives Analysis EIS prepared by Caltrans and the necessary funding for this project has been scheduled in the adopted State Transportation Improvement Program (S.T.I.P.).
- The issuance of building permits for development designed to accommodate 35% of the planned 50,000-employee holding capacity of the North Coyote Campus Industrial Area (17,500 jobs).

These criteria reflect the recognition that only some residents of the South Almaden will be attracted to employment in the North Coyote Valley. It is, therefore, necessary to allow development only after the completion of Route 85 relieves already congested roadways north of the Almaden Valley.

The Specific Area Plan does not become effective until the City Council finds that Route 85 is substantially complete and is expected to be open to traffic within one year. Until such time as the Specific Area Plan becomes effective, allowed land uses and development standards in this area are those of the Rural Residential land use designation.

The Specific Area Plan for South Almaden Valley should address the following issues:

- Land uses, taking into consideration the appropriate densities which are compatible with the existing ranchette and equestrian-oriented uses in the area and which provide an appropriate interface between urban and rural land uses.
- Circulation pattern, including provisions for equestrian and other trails as well as the roadway network.
- Special residential development and design standards should be created to ensure that the desired ambience in the Almaden Valley is achieved.
- A development phasing plan may be established to meter expansion of the Urban Service Area within the Urban Reserve based upon the availability of the regional infrastructure facilities or other considerations.

All on-site as well as off-site infrastructure needs and other public facilities in the Almaden Valley should be financed by developers in the area. A financing plan should be established to ensure that the needed infrastructure and facilities can be built at the appropriate time with all developers sharing costs proportionally. The potential need for developer financing of public school construction should be considered when the Specific Area Plan is prepared.



Coyote Valley

b. Coyote Valley Urban Reserve

The Coyote Valley Urban Reserve encompasses the area generally between the Coyote Greenbelt and the North Coyote Campus Industrial area. The Urban Reserve includes the Valley floor on both sides of Monterey Highway and Coyote Creek, northwesterly of Palm Avenue and the prolongation of Palm Avenue to the South Valley Freeway/Scheller Avenue interchange. Existing land uses consist primarily of agriculture and rural residential subdivisions.

The intent of the Coyote Valley Urban Reserve designation is to ultimately create a planned community which will consist of an undetermined mix of land use to include no more than 9000 dwelling units. The location and quantity of acreage by land use type will not be determined until a Specific Area Plan is prepared. Only after the Specific Area Plan is effective should the Urban Service Area be expanded. Expansion might occur in increments to implement phasing provisions of the Specific Area Plan.

In order to achieve orderly expansion of the Urban Service Area, development in the Urban Reserve should not proceed until the North Coyote Campus Industrial area and balanced City-wide growth are both well established. These criteria reflect the recognition that not all potential residents of Coyote Valley will work there. The construction of the improvements to Highways 85 and 101 are necessary to relieve existing traffic congestion in areas to the north before Coyote Valley development adds to commute volumes.

Thus, the City Council should direct that the Specific Area Plan be prepared only after it finds that all of the following prerequisite criteria have been satisfied:

- The issuance of building permits for development designed to accommodate 50% of the planned 50,000-employee holding capacity of the North Coyote Campus Industrial area (25,000 jobs).
- Achievement of 50% of the City-wide, 1980-to-2000 employment growth projection (89,000 new jobs).
- The issuance of building permits for 60% of the planned, 1980-to-2000 dwelling unit increase within the 1983 Urban Service Area (37,800 dwelling units).
- Highway 101 between San Jose International Airport and Bailey Avenue is widened to at least six lanes.
- A preferred alternative for a Route 85 project (which is at least a four-lane expressway between Highway 101 near Bernal Road and Highway 280 near De Anza College) has been

identified in a Route 85 Alternatives Analysis EIS prepared by Caltrans and the necessary funding for this project has been scheduled in the adopted State Transportation Improvement Program (S.T.I.P.).

The Specific Area Plan does not become effective until the City Council finds that Route 85 is substantially complete and is expected to be open to traffic within one year. Until such time as the Specific Area Plan is effective, allowed land uses in the Urban Reserve are those of the Agriculture land use designation west of Monterey Highway, those of the Rural Residential land use designation between Monterey Highway and the Coyote Creek Park Chain, and those of the Private Recreation and Non-Urban Hillside designations east of the Coyote Creek Park Chain.

The Specific Area Plan for the Coyote Valley Urban Reserve should include:

- A development phasing plan within the Urban Reserve if made necessary by such factors as a shortage of capacity in regional infrastructure facilities.
- A land use plan, including detailed designations and locations for residential, commercial, industrial and public uses.
- A circulation plan, including an internal circulation network as well as the required links to the regional transportation system.
- Special development standards tailored to the unique Coyote Valley setting and geographic ambience.

All on-site as well as off-site infrastructure needs (streets, freeway interchanges, bridges, local and downstream sanitary sewers, storm sewers and flood control facilities) and other public facilities (parks, libraries, fire stations) will be financed by developers in the area. An equitable financing plan should be established to ensure that the needed infrastructure and facilities are built at the appropriate time with all developers sharing costs proportionally. The potential need for developer financing of public school construction in the Urban Reserve should be considered when the Specific Area Plan is prepared.

4. Commercial

New commercial development is planned to take place primarily on lands already zoned for this use. The amount of existing commercially zoned land in San Jose generally fulfills this purpose. The commercial land use categories described below identify the types of uses allowed under each category. The standards for commercial development are addressed in the Urban Design section (see Section IV. B. 4) and in the City's Zoning Code.

Due to the scale of the Land Use/Transportation Diagram, it is not in all cases possible to accurately reflect the intended depth of commercial uses fronting on major streets. The intent of the Plan is to not allow the intrusion of commercial uses fronting on one street, to extend back onto a generally residential street. Generally, the depth is intended to be the depth of the lot fronting on the commercial street, except for the case of a through lot, in which case the commercial use depth is intended to be the average depth of all lots in the affected block, excluding the through lot.

a. Neighborhood Business District

This designation applies to strip commercial areas which function in their immediate neighborhoods as central business districts, providing community focus and identity.

Some areas to which this designation is applied are predominantly of a "Main Street" design, where buildings are connected to each other, form a continuous street facade, and have no set-back from the sidewalk. Examples of such "Main Street" areas include Lincoln Avenue between Coe and Minnesota Avenues and Jackson Street between 4th and 6th Streets. This type of building relationship creates a pedestrian-oriented environment. In these "Main Street" areas, off-street parking should be located so as to minimize vehicle-pedestrian conflicts and to permit a continuous street frontage of storefronts.

Within this designation, residential and commercial uses are seen to be complementary uses. In the "Main Street" areas cited above, however, residential uses may be allowed pursuant to the Discretionary Alternate Use Policies only under



Evergreen Area Commercial

Planned Development zoning and only in a mixed use configuration with pedestrian-oriented commercial uses occupying the ground floor.

As design guidelines are adopted by the City for specific Neighborhood Business District areas, new development or redevelopment in such areas should conform to such guidelines.

b. Neighborhood/Community Commercial

This designation applies primarily to shopping centers of a neighborhood or community scale. It is the intent of the Plan that future neighborhood/community commercial uses develop in the form of shopping centers, as a group of commercial establishments planned and developed as a unit and related in its size and type of shops to the trade area it serves. The primary distinction between neighborhood and community commercial centers lies in the difference as to trade area served and the range of uses.

c. Regional Commercial

The areas designated as regional commercial are, for the most part, existing regional shopping centers. In a few cases they reflect the cumulative attraction of a regional center and one or more nearby community or specialty commercial centers, or two or more community or specialty centers in close proximity whose combined drawing power is of a regional scale. All of the regional commercial areas are designated where there are existing shopping centers. Any completely new regional scale developments should be encouraged to locate in the Downtown Core Area.

d. General Commercial

This is a non-specialized commercial designation intended to permit miscellaneous commercial uses. It includes both strip commercial areas along major thoroughfares as well as freestanding commercial establishments. Business and professional office uses are allowed within this category as well. While shopping centers may be allowed, they are more appropriately provided for by the Neighborhood/Community Commercial designation and therefore not encouraged.

e. Office

The primary allowed uses in this category are business and professional offices. Retail and other commercial uses may be allowed only as secondary uses in a larger office development. This designation can be used in association with hospitals in order to provide professional office support. Development should be of low intensity and compatible with surrounding uses. This designation can be used on margins of residential neighborhoods because it is not intrusive.

f. Core Area Commercial

This designation includes office, retail, and service uses in the Downtown Core Area. High-density commercial development is planned for the Park Center and San Antonio Plaza redevelopment areas, integrating a mix of office, hotel, commercial, recreational, and cultural activities to create a business and cultural center for San Jose. Retail sales should be located at ground level.

Lower intensity commercial uses are appropriate in outer parts of the Core Area, peripheral to the high intensity Park Center/San Antonio Plaza area.

These outer areas are intended to provide locations for commercial activities that are not necessarily a part of the most intensely developed portions of downtown, but which, for functional reasons, need to be in close proximity to activities in the Downtown Core Area.

Development should incorporate pedestrian-oriented design features at street level. In the Core Area, commercial uses which are accessed by automobile, such as drive-up service windows or auto-oriented convenience markets, are not appropriate uses.

In areas where the Core Area Commercial designation and the Residential Support for the Core Area designations overlap, mixed use development is appropriate as is development under either designation individually. For mixed use projects, residential uses should generally be located above non-residential uses.

5. Combined Industrial/Commercial

This category of use is designed to allow for developments containing a mixture of compatible commercial and industrial uses. It is also intended to allow either commercial or industrial use in areas which already exhibit such a mixed land use pattern as to make it difficult to define rational boundaries for each of these categories. Two areas in which this condition exists are the Bayshore Freeway/North First Street/Highway 17 area and along Monterey Highway. The uses of the industrial park and light industrial land use categories are consistent with this use category. As to commercial uses, retail and office uses are consistent with this designation but shopping centers are not intended.

6. Industrial

The industrial land use designations are intended to accommodate a variety of use, ownership, design, and occupancy needs. Office and ancillary commercial uses compatible with industrial development are allowed in the Industrial Park, Light Industrial, and Heavy Industrial designations. In the following enumeration of industrial land use designations, each successive designation permits all uses permitted in previous designations, plus additional industrial uses.

Research and Development and Campus Industrial are categories designed for single-user projects as opposed to the multiple occupancies characteristic of other industrial areas. Industrial uses should, in general, be planned in reasonable proximity to residential development in order to facilitate shorter home-to-work commuting.

a. Research and Development

This is the least intensive of the industrial land use designations in terms of permitted uses, required urban services and environmental effects. Industrial activities in this area are

limited to research, product development and testing, engineering and sales development and any other basic research functions leading to new product development and marketing. Manufacturing facilities, as such, would be limited to pilot plant operations for construction and testing of prototype products.

Parcels to be considered for the Research and Development designation will generally contain 50 or more acres and will be designed for a single user. An open space environment is intended here and developments in this category will be carefully reviewed for sensitivity of use and design. Aggregate building coverage will be restricted to approximately 15% of the total parcel area and most of the site will be landscaped or remain in a natural state.

b. Campus Industrial

This designation provides for a somewhat more intensive development and broader range of uses than the Research and Development category but with a unique campus design concept which takes advantage of the site's natural features and incorporates substantial amounts of landscaped and natural open space. In those areas in Evergreen where this designation abuts planned residential neighborhoods, buildings should be low-profile and residential in scale and character. Development in this designation should only occur under Planned Development zoning, in order to provide for thorough public review of the proposed uses and design.

Parcels created within each development will average 50 acres and no new parcel will be smaller than 25 acres. It is the intent of this designation to encourage the assembly of existing parcels which are less than 25 acres into larger parcels. The maximum intensity of development should be no more than 30% building coverage. A minimum of 25% of each site should be landscaped. Employment densities are planned at 40 workers per net acre. Each parcel in the Campus Industrial category will be designed for a single user.

The uses occurring in this category will be industrial research and development, administration, marketing, assembly and manufacturing.

Warehousing will be allowed only when strictly ancillary to the primary uses.

c. Research, Development and Administrative Office

This designation provides for a more restricted range of uses than Industrial Park as it is intended for application in infill locations and other areas where a full range of manufacturing uses is not appropriate. The principal uses allowed under this designation are general business offices, professional offices, computer and programming services, and research and engineering laboratories. Manufacturing and assembly are limited to pilot plant operations for construction and testing of prototype products or small-scale production that does not involve outdoor activities traditionally associated with manufacturing operations, such as storage tanks, substantial truck traffic and the like.

Parcels of ten acres or more are considered suitable for this designation. Development should occur only under a unified, master plan concept

which may accommodate several tenants. Buildings should be of a residential scale and character and shall take into account the sensitive nature of neighboring residential uses. Because of its intended use in infill locations, development under this designation should be allowed only under Planned Development zoning.

d. Industrial Park

Industrial uses are consistent with this designation insofar as any functional or operational characteristics of a hazardous or nuisance nature can be mitigated through design controls. Office uses as well as retail sales and service establishments are appropriate uses in this designation.

The primary difference between this use category and the "Light Industrial" category is that performance and design standards are more stringently applied to Industrial Park uses primarily with respect to landscaping requirements. The development standards of the I-Industrial zoning district are illustrative of this concept.



North San Jose Industrial Park

An industrial park development may be either a single use or a development containing several separate uses, which is zoned, planned, developed and managed as a unit. In either case, a project would be designed to comply with more stringent development standards than in the Light Industrial District.

e. Light Industrial

Like the Industrial Park designation, this is also intended for a wide variety of industrial uses and excludes uses with unmitigated hazardous or nuisance effects. Office uses as well as retail sales and service establishments serving businesses and their employees are appropriate uses in this designation. The design controls for this category of use are not as stringent as for the "Industrial Park" uses. Examples of this use category are warehousing, wholesaling, and light manufacturing.

f. Heavy Industrial

This category is intended for industrial uses with nuisance or hazardous characteristics which for reasons of health, safety, environmental effects, or welfare, are best segregated from other uses. Extractive and primary processing industries are typical of this category. The Heavy Industrial designation is the appropriate category for solid waste transfer and processing stations. The Heavy Industrial designation is applied only to areas where heavy industrial uses presently predominate.

7. Mixed Use

This use designation allows for developments consisting of one or more of the three major use categories – residential, commercial, and industrial. This designation is intended to provide flexibility and encouragement to developers to build innovative projects.

The Mixed Use designation functions as an "overlay" designation which can be applied to any of the residential, commercial, or industrial categories. In areas overlaid by the Mixed Use designation, other uses from among the major use categories may be permitted when they are compatible with the surrounding land uses.

When a development proposal includes uses allowed by the base designation, the presence of the Mixed Use designation does not change factors (such as density, intensity, specific use, etc.) which control development under the base use designation. Application of the Mixed Use concept should only occur when the characteristics of the combined uses are compatible.

Review of residential development proposals in predominantly commercial or industrial areas having the Mixed Use overlay should address the adequacy of environmental amenities and residential services available to provide for the needs of the project's residents.

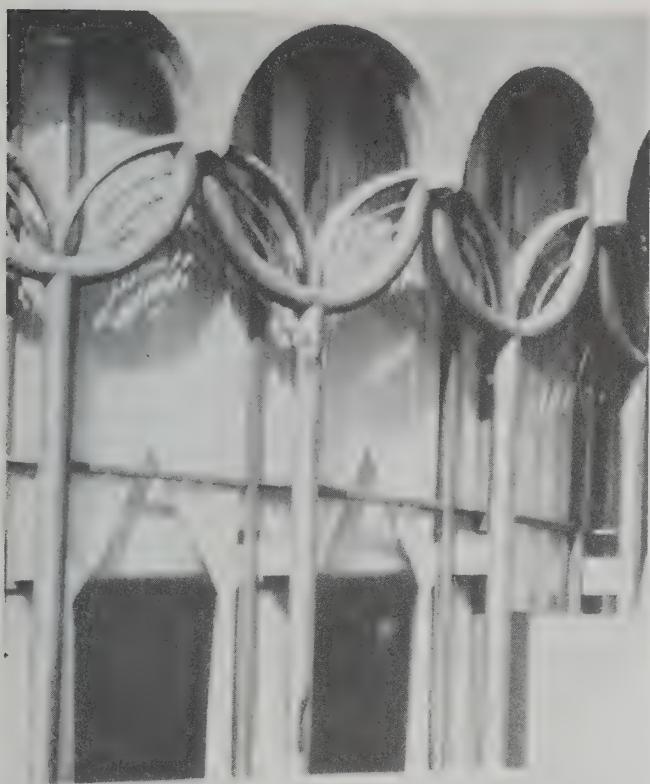
Commercial development in residential or industrial areas having the Mixed Use overlay should be compatible with the characteristic features and functional requirements of residential and industrial areas. Non-office commercial activity in industrial areas is compatible with the Mixed Use overlay when it primarily serves or complements existing industrial development.

Since the conventional zones of the Zoning Ordinance are not designed to accommodate a mix of uses in a project, mixed use developments will require Planned Development zoning.

In development proposing more than one of the major use categories, projects may mix buildings for different uses within one project (horizontal mixed use), or may provide for multiple uses within a single structure (vertical mixed use).

8. Airport Approach Zone

This designation is intended to control the allowed land uses within the generalized "approach area" for aircraft landing at San Jose International Airport. The impacts of aircraft noise and potential safety hazards to persons and property on the ground are primary considerations. Land uses within the Airport Approach Zone are to be consistent with the requirements of the Federal Aviation Administration grants. New residential uses are inconsistent with the Airport Approach Zone designation. Uses allowed in the City's present I-Industrial Zoning Districts and the IP-Industrial Park Zoning Districts may be found appropriate within the Approach Zone.



Center for the Performing Arts

9. Public/Quasi-Public

This category is used to designate public land uses, including schools, colleges, corporation yards, libraries, fire stations, water treatment facilities, convention centers and auditoriums, museums, governmental offices and airports. Joint development projects which include public and private participation – such as an integrated convention center/hotel/restaurant complex – are allowed. This category is also used to designate

lands used by some private entities, including public utilities and such institutions as churches, private schools and private hospitals. Only existing uses and ownerships are designated. New quasi-public uses may be established according to the Discretionary Alternate Use policies. The Discretionary Alternative Use Policy Section also describes the process for determining an appropriate alternate use of properties designated for Public/Quasi-Public use.

10. Public Park and Open Space

These land uses which are of a basically open space nature are publicly owned but not in all cases open to public use. The most prevalent public open space uses are City and County parks. The category also includes the County Fairgrounds and Santa Clara Valley Water District creeks and percolation ponds. It is intended that this designation be applied only to lands owned by public agencies or programmed for acquisition.

The locations of neighborhood and district parks are in most cases specifically defined on the Land Use Diagram. There are cases where a park is needed, but where either no specific site has yet been identified or where the details of surrounding development have not been finalized. In these cases, the designation for the park will be indicated by the letter “P”. This symbol represents a “floating” designation and is only intended to indicate a general area within which a park site will be located. The specific size, location and configuration of such park sites will only be finalized through acquisition of a particular parcel. In addition, for park sites which are specifically identified on the Land Use Diagram, no General Plan amendment shall be required to modify the general location, size or configuration of such park sites.

11. Private Open Space

This category designates privately-owned lands used for low intensity, open space activity. This designation is applied only to existing uses and can be applied to other lands when their proposed use conforms to this category. Appropriate uses in this category include cemeteries, salt ponds, and land which is restricted to agricultural use and private buffer lands.

12. Private Recreation

These are uses of a higher intensity than the Private Open Space category and are generally, but not necessarily, of an open space character. The range of allowable uses is broader than for the Private Open Space category and includes those uses allowed in the Private Open Space category. Uses include amusement parks, country clubs, golf courses, tennis clubs, driving ranges, recreational vehicle parks and private campgrounds. Ancillary commercial uses (bars and restaurants) are allowed in conjunction with private recreation uses.

13. Non-Urban Hillside

This land use is proposed for most hillside areas above the fifteen percent slope line. Because of the pervasive geologic conditions in the hills (landsliding, soilcreep, earthquake faults) and the extraordinary public costs of hillside development, uses must be limited to those having very little physical impact on the land and requiring no urban facilities or services. There is also a need to preserve watershed and prime percolation soil areas. Very low intensity uses, such as grazing, tree farming, or very large lot residential estates, are potential uses under this category.

The intent of the fifteen percent slope line, as a general planning criterion, is to define the edge of urban intensity of land use wherever at the edge of the valley floor the Non-Urban Hillside designation abuts another designation allowing more intensive uses. The Land Use/Transportation Diagram is not intended to show the fifteen percent slope line precisely on any specific parcel, as this is possible only with site specific topographic information. Therefore, where site specific information locates the fifteen percent slope line more precisely, the non-urban hillside density should be applied only to the area above the fifteen percent slope line. In cases where the fifteen percent slope line is located more precisely up slope from the Land Use Diagram designation, the down slope land use designation or density should be applied to the additional area up to the precise fifteen percent slope line. In cases where the fifteen percent slope line is



Agriculture – Row Crops – Coyote

located more precisely down slope from the Land Use Diagram designation, the Non-Urban Hillside designation should be applied to the additional area down to the precise fifteen percent slope line.

A hillside assessment study is proposed (see Subsection H,1 in Chapter VI) for a detailed evaluation of areas designated Non-Urban Hillside.

14. Agriculture

A variety of agricultural uses are allowed in this category, including grazing, dairying, livestock raising, feedlot, orchards, row crops, nursery stock, flower growing, ancillary residential uses, ancillary commercial uses such as fruit stands and the processing of agricultural products.

The minimum parcel size in the area planned for agriculture is twenty acres. This designation is applied in the southerly area of Coyote Valley and is intended to support the existing agricultural uses in that area. No uses or structures are allowed which would require urban services such as sanitary sewerage or urban street improvements.

A study is proposed for lands designated Agriculture and neighboring areas in the Coyote Valley to evaluate the feasibility of creating a Coyote Greenbelt as a permanent, non-urban buffer between San Jose and Morgan Hill (see Coyote Greenbelt designation and Section VI. H. 1).

15. Candidate Solid Waste Disposal Site

This land use designation indicates those locations under consideration for development as sanitary landfill sites. The development of such sites may occur under public or private proprietorship and may include such related or ancillary activities as energy and resource recovery and equipment maintenance. This designation is applied to all potential disposal sites with the expectation that not all designated sites will be implemented. The establishment and operation of any disposal site pursuant to this designation should comply with the Solid Waste Goals and Policies of this Plan.

All designated Candidate Solid Waste Disposal Sites, except Newby Island and Nine-Par, are canyons in inland locations and would be new landfill sites. The Newby Island and Nine-Par sites are intended to represent the continued operation of existing sanitary landfill sites.

This designation will be indicated by the letters "SW" overlaid on another land use designation and represents a potential alternate to the uses otherwise allowed by the underlying designation. This symbol represents a "floating" designation and is intended to indicate only a general location. The exact size, location and configuration will be finalized through the acquisition or approval of a specific solid waste disposal site following certification of a site-specific EIR.

This designation is applied only in non-urban locations for which there are no surrounding or nearby properties devoted to or planned for uses incompatible with the operation of a sanitary landfill. Non-urban land use designations on surrounding or nearby properties may be changed only if the proposed Plan amendment incorporates measures to maintain compatibility with the potential solid waste disposal facility. The City

Council may acquire or approve a specific solid waste disposal site only if surrounding land uses are compatible with the operation of such a site.

16. Areas of Historic Sensitivity

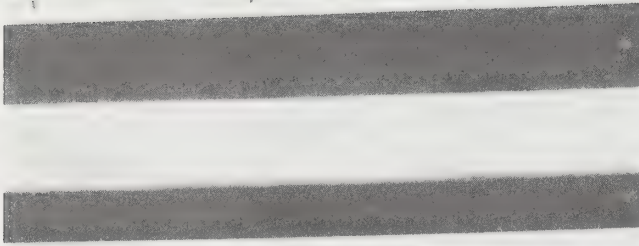
In the vicinity of the designated historic sites, structures, and districts listed below and designated on the Land Use/Transportation Diagram, all development should be designed to enhance the character of the designated historic resource, consistent with the Historic, Archaeological and Cultural Resources policies. This is an overlay designation intended to control only design and does not affect the underlying use designation.

1. St. James Historic Area (including the Scottish Rite Temple, First Universalist Unitarian Church, Eagles Club, Trinity Episcopal Church, U.S. Post Office/St James Branch, Santa Clara County Courthouse, Christian Science Church, Sainte Claire Club and the Four Wheel Brake Building), for which the area of historic sensitivity includes all properties fronting on St. James Park.
2. The Alameda Historical Landmark area, for which the area of historic sensitivity includes all properties fronting on The Alameda between Highway 17 and Race Street.

17. Non-transportation Uses Within Developed State Transportation Corridors

In an area which is designated as a State Transportation Corridor and which is fully developed as a freeway or multi-modal transportation facility, an additional non-transportation use may be allowed on vacant lands (including land located under raised freeway structures) which are offered for lease by the State. Where such sites are not desired for use as public parking, other uses may be considered to the extent that they are compatible with the developed freeway and with surrounding uses. No additional use should be allowed which contributes to deterioration of service level on the freeway, on adjacent streets or at nearby signalized intersections.

Any non-transportation use which is approved should be visually integrated with freeway structures and should incorporate substantial areas of



101/280/680 Interchange

high quality landscaping. Because development of these sites is unique and sensitive, it should occur only under Planning Development zoning.

18. Alternate Designation for Proposed Freeways and State Transportation Corridors

When an area is designated as a proposed freeway or State transportation corridor and its dedication is not required by the City, that area has an alternate land use designation. Unless that alternate land use designation is specifically shown on the Land Use/Transportation Diagram, the alternative land use designation is the designation of the property which bounds the proposed corridor. If the proposed corridor is bounded by more than one designation, each designation applies to the centerline of such corridor.

In the event land is subdivided within a future freeway or State transportation corridor, the

recorded Parcel Map or Subdivision Map shall show the corridor traversing the lots.

If the City does not require dedication of an area designated as a proposed freeway or State transportation corridor, the City may nevertheless accept dedication of the area for reservation of the corridor. If a portion of the dedicated parcel remains outside the corridor, the City may permit that portion of the property bordering the corridor to be developed with a greater intensity if all of the following are met:

1. The subject property includes a portion of the parcel within the proposed corridor and a portion bordering it.
2. Both portions have the same alternate land use designation.
3. The development intensity permitted on the portion of property bordering the proposed corridor does not exceed the amount which would otherwise have been permitted on the entire parcel if dedication had not been accepted.

19. Coyote Greenbelt

This overlay designation depicts the area in the Coyote Valley proposed as a permanent, non-urban buffer between San Jose and Morgan Hill. The proposed buffer is recommended to be the subject of a planning study to determine methods for its implementation (see Section VI. H. 1). This is an overlay designation intended to recognize an ongoing planning study which does not affect the underlying use designations.

C. Discretionary Alternate Use Policies

The policies below specify conditions under which an alternative to uses otherwise allowed in a particular Land Use Diagram designation may be determined to be in conformance with the General Plan. The alternate use would be permitted without a Land Use Diagram amendment. These are limited alternatives designed to meet the following objectives:

- Foster and encourage the implementation of such General Plan goals and policies as the production of affordable housing or the preservation of historic structures.
- Provide the flexibility to most appropriately apply policies in achieving the true intent of the General Plan which might be undermined by an overly rigid application of land use designations.
- Streamline the development review process by avoiding, in those cases where appropriate, the time-consuming process of amending the General Plan.

The application of alternate use policies is intended to be infrequently used in any one neighborhood in order to avoid disrupting the neighborhood's character. The alternate use should be compatible with the surrounding uses. All applicable General Plan policies, including those intended to protect existing residential neighborhoods from the encroachment of incompatible land uses, should be taken into consideration.

1. Two Acre Rule

One of the goals of the General Plan is to encourage infill development. To further this objective, existing parcels of two acres or less may have an allowed use other than that designated on the Land Use/Transportation Diagram as follows:

- Parcels with a residential land use designation may be developed at the next higher or lower density range.
- Parcels with a non-residential land use designation may be developed under any residential or non-residential category.

The alternate land use allowed by this policy should be compatible with existing and planned uses on adjacent and neighboring properties.

2. Surplus Public/Quasi-Public and Public Parks/Open Space Land

An alternate use of property designated for Public/Quasi-Public or Public Parks and Open Space use may be approved under Planned Development zoning without an amendment to the Land Use/Transportation Diagram if such alternate use is compatible with existing and planned uses on neighboring properties and is consistent with applicable General Plan policies. The determination of such compatibility and consistency includes consideration of whether the site, in light of the overall planning for the surrounding area, would more appropriately be designated for uses of a public, quasi-public or recreational nature.

3. Structures of Historical or Architectural Merit

Land Uses other than those designated on the Land/Use Transportation Diagram may be allowed on sites with structures of significant historical or architectural merit if to do so would enhance the likelihood that the historic/architectural qualities would be preserved, and the use would not otherwise be incompatible with the surrounding area. Such alternate use(s) should be allowed only under the Planned Development zoning.

4. Artist Loft Policy

This policy is intended to facilitate the adaptive re-use of otherwise obsolete structures and to promote the growth of arts in the community. In furtherance of this objective, older commercial and industrial buildings located on properties with non-residential land use designations may be wholly or partially converted into combined studio/workshop and living quarters for artists, artisans and craftspersons engaged in activities commonly considered artistic in nature. This policy applies equally to new construction. The residential facet of this use will be allowed only in combination with individual studio or workshop space of the residents and is intended to provide



Berryessa Housing Units

an integrated working/living environment. Other uses – such as galleries, antique dealers, restaurants and the like – may be incorporated into these projects as deemed appropriate. The conversion or construction of structures consistent with this policy shall only be allowed under Planned Development zoning or conditional use permit.

5. Residential Uses on Commercially-Designated Parcels

Higher density residential development (minimum 12 dwelling units per acre) or mixed-use commercial/residential development may be allowed under Planned Development zoning, on properties which are located on major thoroughfares and designated for Neighborhood/Community Commercial, Neighborhood Business District, General Commercial, or Regional Commercial use, if such development: (a) takes

access from the major thoroughfare; and (b) is of a size and design which would provide an appropriate residential environment within the larger non-residential environment. The maximum density of residential development allowed under this policy shall be 40 dwelling units per acre for properties on Major Arterial (115-130 ft. ROW) streets and 25 dwelling units per acre for properties on Minor Arterial (80-106 ft. ROW) or Major Collector (60-90 ft. ROW) streets.

6. Density Bonuses for Rental Housing

In order to encourage the production of rental housing, rental housing projects proposed on sites of greater than two acres may be approved within the next higher density range than that shown on the Land Use/Transportation Diagram. The alternate density allowed herein may be approved only in the context of a Planned Development zoning which precludes condominium, cooperative apartment or other ownership of individual units for a minimum period of twenty years.

7. Density Bonus for Affordable Housing

In order to encourage the production of housing units affordable to low- or moderate-income households, a density bonus may be provided. For a residentially-designated property, a density bonus of at least 20% of the density shown on the Land Use/Transportation Diagram is allowed for proposed housing projects of five units or more of which a minimum of 20% of the units will be affordable to households of low- or moderate-income. The percentage of density bonus shall correspond to the percentage of proposed units affordable to low- or moderate-income households, up to a maximum density bonus of 25%. The density bonus allowed herein may be used only under a Planned Development zoning.

8. Location of Projects Proposing 100% Affordable Housing

In order to encourage the production of housing units affordable to low- and moderate-income households, flexibility as to the use and density permitted may be provided. For properties design-

nated for Residential, Commercial, Industrial, Mixed Use, or Public/Quasi-Public Use on the Land Use/Transportation Diagram, development of housing at any density may be allowed under Planned Development zoning if such housing in its entirety is:

- Rental or ownership housing affordable to low- or moderate-income households.
- Proposed for a site and density compatible with surrounding land use designations.
- Located in an area designated as appropriate in the Housing Assistance Plan.

9. Higher Density Housing for Senior Citizens

In areas designated on the Land Use/Transportation Diagram for maximum dwelling unit densities of twelve units per acre or more, a greater dwelling unit density may be allowed under Planned Development zoning for senior citizen housing development if the population projected to occupy the development is no greater than that which would occupy a non-senior housing development within the designated density limit.

10. New Public/Quasi-Public Uses

The Land Use/Transportation Diagram does not specify sites for future public or quasi-public development. For this reason, the determination of conformance with the General Plan of proposed public or quasi-public developments will be made on the basis of applicable General Plan goals and policies, not on the basis of the land use designation applicable to the property. However, because of a limited supply of land available for multiple-family housing, public/quasi-public uses are discouraged in areas designated for residential densities exceeding twelve units per acre except in the Downtown Core Area.

D. Transportation Diagram

The City's Transportation System has a number of components which together perform the critical function of moving people and goods from one place to another. The suburban nature of the City, together with the geographical imbalance of the jobs and housing centers within the County, cause many segments of the transportation system to function beyond capacity during the peak commute hours.

Another major factor contributing to the overburdening of the City transportation network is the incomplete status of some of the key regional facilities, particularly Route 237 through North San Jose, Route 85 from Freeway 280 in Cupertino to Highway 101 in South San Jose and Route 87 from the San Jose International Airport to Route 85. However, the Guadalupe Corridor project which includes the construction of a 4-lane expressway in the remainder of the Route 87 corridor and the easterly portion of the Route 85 corridor, plus the Light Rail Transit system is scheduled for completion by 1990.

The Transportation System includes three major components: the Thoroughfare Network, the Transit System and a group of travel control measures called Transportation Systems Management.

1. Thoroughfares

The Thoroughfare network is designated on the Land Use/Transportation Diagram and denotes the location and type of all of the components of the City's thoroughfare or street network except minor streets. The Diagram indicates the ultimate planned right-of-way width for the various types of City streets. Other facilities, such as transportation and transit corridors, freeways and expressways are described according to their function rather than specific right-of-way width.

The following are the definitions of the thoroughfare network components, as designated on the Land Use/Transportation Diagram.

Multi-Modal Transit Corridor. A facility designed to accommodate several different travel modes, such as transit and automobile travel. In general, such a corridor provides both access to



87/280 Interchange

Planned Improvements



abutting properties and for movement of heavy volumes of traffic in both automobile and transit modes.

State Transportation Corridor. A facility designed to accommodate several different travel modes, such as transit and automobile travel. In general, such a corridor provides no access to abutting properties and its primary function is travel movement. In the event the California Transportation Commission and CALTRANS should act to delete these routes from the State system, this designation provides for a 130 foot wide right-of-way multimodal transportation corridor, providing for development of transportation facilities potentially including, but not limited to, major arterial/expressway roads, busways, light rail, bike paths, equestrian trails and pedestrian paths.

Transit Corridor. A travel right-of-way that includes special transit facilities such as reserved bus lanes, rail lines (existing and/or future) or guideways that serve a high volume of travel and provide selected access to adjacent lands.

Transit Mall. A street or streets improved for pedestrian use. While the roadway is retained, it is reserved primarily for buses, light rail (street cars) and service vehicles but not necessarily for automobiles.

Freeway. A facility designed solely for traffic movement, providing no access to abutting properties and designed to separate all conflicting traffic movement.

Expressway. A facility designed primarily for traffic movement, providing little access to abutting properties. Such facilities generally include median areas dividing traffic directions, some intersecting streets allowing right turn access, some grade separated interchanges, and some major intersections controlled by signals. (Note: State Highways are considered to be in this category.)

Arterial (Major Street). A facility which accommodates major movements of traffic not served by expressways or freeways. The arterial street is designed mainly for the movement of through traffic, but also normally performs a secondary

function of providing access to abutting properties. Even though abutting property has access to the facility, parking and loading may be restricted or prohibited to improve the capacity for moving traffic. Two widths of arterial streets are shown on the Transportation Diagram: 80 to 106 foot right-of-way and 115 to 130 foot right-of-way. These right-of-way standards may be varied in unique situations provided that the planned function of the arterial street is not compromised by the alternative right-of-way; for example, narrower rights-of-way may be appropriate in older neighborhoods to avoid excessive property requirements for street-widening projects and wider rights-of-way may be desirable for design reasons in such areas as the North Coyote Valley Campus Industrial area.

Major Collector. A facility which serves internal traffic movements within an area and connects this area with the major arterial system. It does not handle long through trips but does provide access to abutting properties. Traffic control devices may be installed to protect or facilitate traffic on a collector street. The right-of-way standard for major collector streets is 60 to 90 feet. This right-of-way standard may be varied in unique situations where strict adherence to the standard would be unreasonable provided that the planned function of the major collector street in question is not compromised by such an alternative right-of-way.

Neighborhood Street. A facility having the primary function of providing access to immediately adjacent land. Neighborhood streets may be divided into sub-classes according to the type of land served, such as residential and industrial.

Contingent Designation. For the transportation components listed below, two alternate designations/alignments are shown on the Land Use/Transportation Diagram and the implementation of either may be found consistent with the General Plan.

- The Highway 237 State Transportation Corridor and a parallel Major Collector street northerly thereof is shown in two alternate alignments between Zanker Road and Highway 17. Affected properties should be

required to dedicate and improve streets and/or reserve rights-of-way for both alignments.

- Scheller Avenue between the South Valley Freeway and Santa Teresa Boulevard (including an interchange at Monterey Highway/Southern Pacific Railroad) is shown as an Arterial Street (115-130 feet) for which the alternate designation is no street and no interchange. The street and interchange will be deemed consistent with the General Plan when the Specific Plan for the Coyote Valley Urban Reserve is effective.

2. Transit System

The Transit System consists primarily of the Santa Clara County Transit District System, which will include a 750 bus fleet by the year 2000, is comprised of approximately one hundred 150 passenger articulated coaches and over five hundred passenger coaches. The Transit District plans to have 600 of these coaches in service during the peak commute hours. In addition to the regularly scheduled service, the Transit District will continue to provide express bus service to high intensity employment centers including the Downtown Core Area, the Civic Center, North San Jose/Santa Clara industrial areas and Lockheed. The Guadalupe Corridor Light Rail system will also be in operation by the late 1980's.

3. Transportation System Management

Transportation System Management (TSM) includes a wide variety of measures and techniques, both public and private sector initiated, to improve the efficiency and effectiveness of the existing and planned transportation system. Many of these measures are not functionally a part of the transportation system itself, but can be supported and improved through specific programs of the public and/or private sector.

Public sector TSM measures can include improvements to intersection signalization systems for better traffic flows, the construction of park-and-ride lots to promote public transit and the installation of High Occupancy Vehicle (HOV) lanes to foster carpooling. Other measures include the

development of peripheral parking areas with shuttle-service into the Downtown area and the development of on-ramp metering to improve the efficiency of area freeways during the peak commute time.

Private sector TSM measures include carpool computer matching programs, vanpool programs and private bus services. Another significant area of Transportation System Management consists of employers effecting shifts in peak hour travel by encouraging flexible work hours, staggered work hours and the use of carpool/vanpools. The Transportation policies in the Services and Facilities section of the General Plan encourage public and private sector TSM measures.

E. Scenic Routes and Trails Diagram

San Jose expands across the Santa Clara Valley floor and enjoys many exceptional views of the surrounding hillsides. In addition many creeks and other natural wooded areas cross the valley floor providing natural linear pathways. These attributes provide the City of San Jose with many scenic and recreational opportunities. The Scenic Routes and Trails Diagram identifies San Jose's most outstanding natural amenities and establishes guidelines to develop and preserve these resources.

Scenic routes, trails and pathways are incorporated into a single plan because they share many of the same characteristics and locations. They all provide scenic views of the natural areas of San Jose and are linear in form. Because these designations strive for many of the same objectives they sometimes overlap and are incorporated into corridors that provide access to both scenic resources and outdoor recreational opportunities.

1. Scenic Routes

San Jose possesses outstanding scenic qualities in both its urban and rural communities. These qualities require a consistent plan to preserve and enhance the environment and to provide for convenient access and attractive linkages through and between areas of significant scenic value.

Outstanding scenic areas located throughout the community include expanses of undevelopable land, hillside areas, major parks and urban centers. There is a need to provide physical and visual linkages between such areas. In addition striking views exist along many major roadways entering the City. Design of these entry-ways should incorporate attractive landscaping and exceptional architectural qualities.

The integrated system of scenic routes illustrated on the Scenic Routes and Trails Diagram serve four major functions:

- **Pleasure Travel:** Well designed and attractively landscaped roadways, with appropriate separations of movement making travel

through and around the City a pleasant experience for its own sake.

- **Access:** Convenient and attractive access from all parts of the City to major urban centers, pastoral rural areas, regional parklands, streamside parks, nature preserves, hillside areas, the Bay and baylands.
- **Environmental Protection:** Designation of corridors along scenic roads to preserve immediate scenic qualities and enrich distant views.
- **Community Image:** Refinement of community image through easily identifiable scenic routes lacing the City and connecting major points of reference and creation of a greater awareness of the City and its environmental heritage.

There are two types of Scenic Routes designated on the Scenic Routes and Trails Diagram. They are Rural Scenic Corridors and Urban Throughways and are defined as follows:

Rural Scenic Corridors are generally located in rural and open space areas of significant scenic value. There is no precise criteria to delineate the boundaries of Rural Scenic Corridors. However, these corridors can be defined as the Scenic Route right-of-way plus the landscape visible on either side of that right-of-way. The presence of outstanding visual resources should also be considered in determining the Rural Scenic Corridor boundary. The visual field, the angle and speed at which certain features come into view and the road design and geometrics are all important factors.

Permitted land uses in Rural Scenic Corridors should be limited to single-family residences, agriculture, parks, trails, and other open space uses in order to preserve the natural scenic resources. Bridges and other public improvements should blend with the natural terrain.

Signs located within Rural Scenic Corridors should be of a size, height and design that does not restrict or impair the subject view but are the minimum dimensions necessary for identification. Billboards in these rural areas should be discouraged.

In addition to the preservation of the area's viewsheds, view turnouts, rest areas and, where appropriate, picnic facilities could be provided to enhance and develop these corridors to their best potential. The design of these facilities should incorporate safe accessibility and appropriate grade separation from the roadway.

Urban Throughways are also designated as Scenic Routes on the Scenic Routes and Trail Diagram. This designation includes all the State and Interstate Highways that traverse through San Jose's Sphere of Influence. An Urban Throughway is defined as the actual right-of-way of the Scenic Route, the shoulders and any adjacent public improvements which accompany such a route. The presence of outstanding man-made or natural resources in an urban area also play a part in determining the size and location of these throughways.

Landscaping in Urban Throughways should be used to supplement and enhance the adjacent land. Landscaping along these thoroughfares will provide a foreground framework or a clearing for longer distant views, and will also screen unsightly views or uncharacteristic land uses.

Commercial and industrial development adjacent to Urban Throughways should be attractive and have a high quality of architectural design. These developments should be sufficiently spaced to preserve the scenic character of the thoroughfare.

Attractive and convenient Urban Throughways present a positive image for San Jose. Many of these thoroughfares are "gateways" or entryways to the City and should provide the best possible views of the urban environment. In developing a network of beautifully landscaped and well designed highways, San Jose will be able to promote a positive community image and State-wide identity.

2. Trails and Pathways

San Jose is an area rich in natural and scenic resources. Many areas of significant natural value surround and cross the City including the baylands, the mountain ranges and the many streams that flow through the urban area itself.

In addition, an extensive system of regional parks and open space preserves are accessible to the residents of San Jose. They are developed by the City, Santa Clara County, the Midpeninsula Regional Open Space District, the State and the National Wildlife Refuge. These facilities currently provide many existing trails and are focal points for the County-wide trail system.

Trails and Pathways Corridors are the inter-connecting trail system in the City of San Jose, providing many important access links to the regional parks and open spaces in or adjoining the City. The Scenic Routes and Trails Diagram indicates these focal points and designates the most feasible and accessible routes to develop trails. Many of these corridors follow the existing creeks and riverbeds and include the public and quasi-public rights-of-way of the Santa Clara Valley Water District and other agencies. Some rights-of-way linkages across private property may be required. As the trail and pathway network continues to develop, joggers, hikers, equestrians and bicyclists will be able to enjoy trail experiences not commonly found in an urban environment.

As mentioned above, a trail system provides diverse recreational opportunities for all segments of the population. Of course, not all of these uses will be feasible for all trail locations. However, the varied needs of hikers, equestrians and bicyclists will be accommodated where appropriate in the trail corridors. The types of trails which can be located in a designated Trail and Pathway Corridor are:

- **Hiking, Walking and Jogging:** Hiking trails provide the most universal trail opportunities and are included in all the trail corridors of the Plan. The most common user of this type of trail includes school children, joggers and families. Hiking trails need not be elaborate to provide adequate passage. The County's Trail and Pathway Plan recommends an unpaved erosion resistant path three feet wide which avoids excessive grades and has been cleared of brush to meet the basic requirements of a hiking trail.



Aerial View South to Coyote Valley

- **Equestrian Trails:** Equestrian Trails can be found in the South San Jose and Almaden areas of the City. These trails often share routes with hikers because of their similar basic requirements. Trails for horses must allow a nine foot clearance above ground and be four to six feet wide. The potential for soil erosion must also be considered in the development of an equestrian trail. Along with these requirements special facilities for staging and watering horses should be encouraged.
- **Bicycle Paths:** Bicyclists require smooth, paved and fairly straight roadways. The most desirable bicycle facility separates the bike route from the road system and has paving 10-12 feet wide to allow two-directional use. An example of an existing bike path of this type is the Coyote Creek Bike Path. In order to extend the network of bicycle paths throughout the City, hiking trails may be paved where feasible to allow off-street connections to desirable urban and natural recreational destinations.

VI. Implementation

The General Plan is not an implementation tool. Rather, the Plan establishes the foundation of information, analysis, conclusions, rationale, goals, objectives and policies which provide guidance and recommendations for future action. Therefore, the Implementation section of the General Plan identifies techniques, strategies, and methods for carrying out the recommendations contained in the Plan. Major City processes independent of the General Plan provide a vehicle for implementation. The major implementation processes described include the Development Review process, the City's Annual Capital Improvement and Budget Programs, the General Plan Annual Review and Special Implementation Programs. Special Implementation Programs already in existence or proposed provide a means to carry out certain objectives of the Plan. These include the Housing Programs, plus the proposed comprehensive assessment of the hillsides within San Jose's sphere-of-influence, and a study of the City's infill housing opportunities.

General Plan implementation depends on much more than merely the actions or decisions of municipal government alone. Intergovernmental and private sector decisions and investments also play a major role in implementation. The General Plan is intended to serve a coordinating function for those decisions which affect the physical development of the City.

Several of the major intergovernmental decisions which warrant attention include the Federal Government's funding of block grants for redevelopment, rehabilitation, conservation and housing subsidy programs; the Federal Government's funding of Water Pollution Control Plant improvements, airport approach zone acquisition and the Federal share of freeway or mass transportation funding. These, plus State, regional and County decisions affect the City and its residents in such diverse areas as transportation, air quality, education, flood protection and health and welfare facilities and services.

The private sector, of course, finances and implements most of the development that occurs in the City. Decisions on the specific location and timing of a development project have traditionally been initiated by the private sector and will continue to be. However, through necessity the City is becoming concerned with better coordination between private development and public facilities and services.

A. Development Review Process

The City's Development Review Process is a multi-faceted one involving the programs of several City Departments. This process has the most direct influence on the City's ability to carry out the primary development goals and policies of the General Plan. The Development Review process also implements the land use changes as shown on the Land Use/Transportation Diagram.

The primary elements of the Development Review process include: Zoning, Subdivision, Environmental Review, Annexation, Site and Architectural Review, Building Permits and citizen participation. In addition, the City Council Level of Service Policies for Transportation, Sewers and the Water Pollution Control Plant implement those same policies in the General Plan and control the rate and amount of new development which is allowed. The citizen participation component of the Development Review process consists primarily of the public hearings and are incorporated in all phases of the Development Review process which involve the issuance of discretionary permits by the City.

1. Zoning

The land uses shown on the Land Use/Transportation Diagram are not, in all cases, reflective of the existing zoning of property. In such cases, the General Plan land use indicates the intent of the City as to what is the appropriate future zoning. As a charter city, the City of San Jose is exempt from the statutory requirement that zoning be consistent with the General Plan. However, the General Plan and its policies are considered by the City Council in enacting new zoning ordinances and any inconsistency is based on a determination that such zoning furthers the community welfare and will not impair the major objectives and goals of the General Plan.

In general, the Land Use/Transportation Diagram reflects existing land use in the appropriate General Plan land use category. There are two exceptions to this general rule. Because the Land Use/Transportation Diagram is not intended as a parcel by parcel mapping of proposed land use, some small individual parcels

are designated the same as the predominant category of land use in the vicinity. Areas of the City that are in transition from one land use to another (such as from agricultural to residential, single-family to multiple-family or residential to industrial/commercial) are designated as the new use. Scattered or mixed land uses in these transitional areas are generally zoned the same as the predominant use. Therefore, in these transition areas, a land use consistent with the predominant existing use is designated on the Land Use/Transportation Diagram instead of the individual existing mixed uses.

The zoning process consists of the rezoning of lands within the incorporated City limits (or the pre-zoning of property proposed for annexation) from one zoning district to another. The rezoning of property directly implements the land use designations as shown on the Land Use/Transportation Diagram since, by City Council policy, the rezoning of property should ordinarily conform to the General Plan. Zoning applications are reviewed by various City Departments for consistency with City Council and General Plan policy as well as to identify specific public improvements and requirements such as streets, storm and sanitary sewer, fire hydrants and street lights. Review by other public agencies is also incorporated in the zoning process as appropriate.

Zoning changes take two forms; conventional zoning and Planned Development zonings. Conventional zoning districts contained in the City's Zoning Ordinance include a range of allowed land uses, development intensities and standards within the major land use categories: residential, commercial and industrial, together with zoning districts for other land uses such as Agriculture and Open Space. The various ranges of allowed use and development intensity correspond generally to the respective General Plan land use designations, thereby allowing the application of a zoning district to a property which implements the land use intended by the General Plan. The Site Development Permit process is used to implement both the Urban Design and Neighborhood Preservation goals and policies of the Plan.

Planned Development zoning provides the means to tailor such regulations as allowed uses, site intensities and development standards to a particular site. This process enables the City Council to consider the unique characteristics of a development site and its surroundings to better implement the objectives, goals and policies of the General Plan. The second phase of the Planned Development process, the Planned Development permit, is a combined site/architectural permit and conditional use permit which implements the approved Planned Development zoning on the property.

2. Subdivision

The Subdivision process directly implements the General Plan by regulating the subdividing of property. The State Subdivision Map Act requires that all subdivisions be consistent with the jurisdiction's General Plan. The Subdivision process is the point at which the specific infrastructure improvements are identified for many proposed projects.

3. Site Development

The Site Development Permit process requires site and architectural review of all new development and redevelopment in the conventional zoning districts with the exception of single family residential uses. The Site Development Permit process implements both the appropriate zoning district development restrictions as well as appropriate General Plan policies.

In addition to the Site Development Permit, a Historic Preservation Permit is required for modifications to a designated Historic Landmark structure. This permit process fosters the implementation of the Historic Preservation goals and policies of the General Plan.

4. Annexations

The Annexation process furthers the Plan's Urban Development goals and policies by controlling the incorporation of land into the City's municipal boundary. This process has major implications for both the City and the affected properties, since annexation signifies the



Market/Post Tower Building Construction

acceptance by the City of the responsibility to provide the wide range of necessary municipal facilities and services.

5. Environmental Clearance

The City's Environmental Clearance process which is mandated by the California Environmental Quality Act (CEQA), plays a crucial role in the implementation of many policy areas of the General Plan. The Environmental Clearance Ordinance adopted by the City Council in compliance with CEQA, requires environmental clearance of all discretionary permits issued by the City, as well as most public works projects.

When potentially significant environmental effects of a project are identified, the preparation of an Environmental Impact Report is required in order to analyze in depth those impacts and to develop mitigation measures which can be incorporated into the project to minimize or avoid them. Many of the General Plan's goals and policies are implemented through this process, particularly those dealing with the avoidance of natural hazards and the preservation of natural, historical, archaeological and cultural resources.

The Environmental Clearance process also facilitates the implementation of the Facilities and Services goals and policies of the General Plan. The review of proposed development includes the

analysis of the project's compliance with the Plan's Level-of-Service policies for transportation, sanitary sewer and Water Pollution Control Plant capacity.

A second manner in which the Environmental Clearance process aids in the furtherance of the Plan's Facilities and Services policies is through the review required for proposed public works capital improvement projects. All such projects must be identified in the Capital Improvement Program and should be consistent with the General Plan. These criteria are verified through the identification of the nature, scope and intent of the proposed project in the environmental document.

6. Level of Service Policies

The General Plan Facilities and Services goals and policies specify minimum acceptable standards of performance or "levels of service" for the City's critical infrastructure systems: transportation, sanitary sewers and the Water Pollution Control Plant. These policies play a key role in maintaining the quality of life in San Jose and in the implementation of the Plan's growth management strategy which encourages infill development that can be more efficiently served by existing facilities and sources; and which places strict controls on outward urban expansion due in large part to the significant expense involved in developing new and expanded facilities and services systems to serve such areas. The City Council Policy Manual provides detailed information regarding the implementation of the level of service policies.

7. Building Permits

The Building Permit process is the final phase in the Development Review process. Building permits are ministerial in nature, requiring no public hearing or review process. Building Permits implement the approved site and architectural design for a project, as required by either the Site Development or Planned Development Permit processes.

The Building Permit process also implements the Natural Hazards and Safety goals and policies of

the General Plan by requiring compliance with the State Uniform Building Code standards for building design. The City also enforces a Dangerous Buildings Ordinance which requires the repair or demolition of buildings found to be structurally unsafe.

8. Citizen Participation

The Plan's Community Identity policies encourage residents to take part in local government decision-making. One vehicle for such participation is the public hearing process.

All phases of the Development Review process with the exception of Building Permits, include public hearings as a component of the process. Public hearings are held before both the Planning Commission and City Council on zoning applications. The City Council also considers all annexation requests. The City's Environmental Clearance Ordinance requires a public hearing before the Planning Commission on all Environmental Impact Reports prepared by the City. Public hearings are also conducted by the Director of Planning on all Site Development and Planned Development Permit applications.

Finally, the City encourages developers to consult with neighborhood groups early in the development review process to resolve potential differences before the public hearing process begins.

B. Capital Improvement Program

Construction of public facilities and infrastructure is an important link between the development of the City and the implementation of the General Plan. The City's Five Year Capital Improvements Program (C.I.P.) itemizes specific improvements and indicates the schedule and anticipated funding for them. Based on an annual review of the C.I.P., priority capital improvement projects to serve existing or planned urban development are identified. The Annual Capital Improvement Budget is then adopted to implement these priority projects. In this way, the C.I.P. serves as a financial planning document as well as a physical planning document. It permits the construction of improvements to occur in a logical order which prevents unnecessary duplication, and it allows the construction of a single project to be scheduled over more than one year. For example, scheduling street improvements to follow installation of sewers and water mains is more efficient and more likely to avoid conflicts than scheduling these improvements independently.

The Five-Year Capital Improvement Program enables the implementation of the City's fiscal policies in a manner which is consistent with the goals and policies of the General Plan. For example, to implement the General Plan goal to increase economic development, the C.I.P. can identify those public improvements which are most likely to maintain and attract industry. To implement the City's Greenbelt, City purchase of key parcels to assure preservation of larger open-space areas may be proposed. The C.I.P. can also be used to implement growth strategies in the General Plan by locating and programming public facilities and infrastructure in areas where development is planned and by delaying improvements in areas where development is restricted. Finally, by stipulating land uses and densities, the General Plan provides the basis for the design and capacity of public facilities necessary to meet the community's future infrastructure needs.

C. Development Fees, Taxes and Improvement Requirements

New growth and development add to the service and facility requirements of the City and other public agencies. Additional demand for ongoing services are financed by the operating revenues paid by new as well as existing development. However, the fiscal burden of the new facilities necessary in order to deliver City services to new development is beyond the capacity of normal municipal revenues. In recognition of this fact, the Services and Facilities policies state that the capital and facility needs generated by new development should be financed by new development. The City implements this policy in two ways.

1. New development is required to construct and dedicate to the City all public improvements directly attributable to the site. This includes sewer extensions, sewer laterals, street improvements, sidewalks, street lighting, fire hydrants and the like. And in the implementation of the level of service policies for transportation and sanitary sewers, development is required to finance improvements to nearby intersections or downstream sewer mains in which capacity would be exceeded as a result of the development.
2. To finance the construction and improvement of facilities and infrastructure systems for which the demand for capacity cannot be attributed to a particular development, the City imposes a series of taxes through which new growth collectively finances these facilities and systems. These taxes are over and above cost-recovery fees charged for processing and reviewing applications for development approvals and permits. Examples of development taxes include:
 - The Construction Tax and the Conveyance Tax (the latter paid in connection with any transfer of real property, not just new development) provide revenue for parks, libraries, library book stock, fire stations, maintenance yards and communications equipment.



Construction Workers

- The Building and Structures Tax and the Commercial-Residential-Mobile Home Park Tax provide revenue for the construction of the major street network.
- Connection Fees provide revenue for the construction of storm sewers, sanitary sewers and expansions of sewage treatment capacity at the Water Pollution Control Plant.

These fees and taxes may need to be adjusted from time to time to reflect changing costs and new requirements. Additionally, new fees or taxes may need to be imposed to finance other capital and facility needs generated by growth.

D. Redevelopment

The City provides significant incentives for economic development through the designation of Redevelopment Areas within which the City's Redevelopment Agency provides funding for the construction of the major infrastructure necessary to support commercial and industrial development. The resulting economic development, in turn, provides both new jobs and increased tax revenues which support the provision of City services for all residents.



Building Construction Workers

Through this process, a wide range of General Plan goals and policies are furthered, including increases in economic development, Downtown revitalization, and the provision of adequate services and facilities. The City's Redevelopment projects include industrial redevelopment areas in North San Jose, Central and South San Jose. In addition, there are several different redevelopment areas in the Downtown Core, designed to support the revitalization of blighted areas and generate new office, retail, hotel and convention facilities.

The tax increment financing technique established by California Redevelopment Law is utilized to freeze the property tax rate within the proposed area at its existing level when the redevelopment area is formed. Thereafter, increases in the property tax revenues generated by increased assessments on land and improvements within the designated area accrue to the Redevelopment Agency.

There are two ways in which the tax increment revenues are used to directly benefit the greater community. First, the State Redevelopment Law requires that 20% of all tax increment revenues be set aside for the construction of low and moderate income housing. This housing may be constructed within or outside of the Redevelopment areas and is one of the major sources of funding to implement the General Plan's housing goals and policies as well as the housing programs contained in this section. The second manner in which Redevelopment revenue can be used to benefit the community is through the funding of various infrastructure improvements outside of the designated redevelopment areas but which directly support economic development within the area.



E. Central Incentive Zone

The City has established a Central Incentive Zone designed to attract economic and residential development to the Downtown area, beyond the boundaries of the formal redevelopment areas. Developers of projects inside the approximately five-square mile zone receive significant one-time construction tax exemptions from the City. The taxes are suspended for qualifying commercial and industrial projects and residential developments of dwellings, four units or more. The exempted taxes include: 1) Construction Tax; 2) Residential Construction Tax; 3) Building and Structures Tax; and 4) Commercial-Residential-Mobile Home Park Building Tax. The tax exemptions do not apply only to new construction, and, as a result a number of valuable historic structures in the Downtown are being rehabilitated to take advantage of the incentives offered by the City.

F. Housing

In the development of the Land Use/Transportation Diagram, those residential and housing goals and policies having spatial or locational dimensions were considered and are, to a large extent, implemented by land use designations and through the process of reviewing development proposals. Other housing goals and policies cannot be effectuated through land use decisions and require program responses as outlined in the following sections.

Quantified objectives for housing programs are for the five-year time frame of the Housing Element (fiscal years 1984-85 through 1988-89) rather than the 1984-2000 time frame of the General Plan.

1. Summary of Housing Needs Analysis

Several significant conclusions were reached in the housing needs analysis. One is the high cost of housing in San Jose and the County as a whole. For example, while the statewide median value of an owner-occupied dwelling unit in 1980 was \$76,900, the median value in San Jose was \$98,100, and \$150,700 in Santa Clara County (San Jose SMSA). Clearly such high prices, coupled with high financing costs, severely constrain the ability of even moderate income families and households to purchase a home. Because of spatial correlations between housing cost and employment centers, the spiraling of prices has also caused an even longer commute time for many households. Such commutes impact the transportation network and degrade the environment. At the same time, the size of households has been decreasing from 3.35 in 1970 to



Aerial View of Los Paseos Neighborhood
Air Photo Inc.

2.96 in 1980. The result is the necessity to provide a greater number of dwelling units to house the same population.

As greater numbers of families and households are unable to enter the ownership housing market, they turn to the rental market. Between 1975 and 1980, the overall vacancy rate dropped from 5.6% to 3.2%. In the five year period 1978 to 1982, approximately 2,000 apartment units were constructed compared to approximately 15,700 ownership units. Of the existing apartment units, approximately 1,700 were converted to condominiums for a net gain over the five year period of only about 350 apartment units, constituting about 2% of all new housing.

The City has identified 57,262 low income households, out of a total of 209,005 who are in need of housing assistance because of living conditions, housing conditions, or housing costs. Of the 57,262 households, 18,106 are owner assessed needs and 39,156 are renter needs.

The Association of Bay Area Governments (ABAG) has determined that there is an existing (1980) total housing need of 3,069 additional units and a need by 1990 for 49,556 additional dwelling units or 24,778 over a five year period. Of this number, 4,956 are needed for very low income households, 3,717 for low income households, 5,204 for moderate income households and 10,903 for above moderate income households.

2. Determining an Appropriate Program Response

The City of San Jose has traditionally provided the bulk of housing in Santa Clara County with a large range in price variation. As recently as the first nine months of 1983, San Jose's share of residential units within Santa Clara County was 70% while the valuation share was 49%. The needs analysis, however, clearly indicates a large and complex housing need which exceeds the resources of the City to meet.

In determining an appropriate program response, the City seeks to maximize its resources towards the area of greatest need and to utilize available state and federal programs. Recently, however, federal and state resources which address

housing needs have diminished while needs have increased, particularly for low income rental apartments.

The housing assistance program objectives outlined in parts 3 and 4 include both the City's resources (numerically identified in the text) as well as available federal and state monies. Because of uncertainties in dollar projections as well as legislative action at the federal level, these objectives cannot be construed as other than numerical representations of what the City anticipates can be achieved for low and moderate income housing.

The housing program objectives set forth below represent the results of a number of analyses. The construction activity projections are based on the City's annual construction activity forecasts used in the development of the Capital Improvement Program. The goals for government-assisted housing programs are based on the City's experience with such programs which are monitored annually during the Housing Assistance Plan evaluation/review/goal-setting process. In particular, these goals are reflective of the rates of success in implementing the Housing Element program goals incorporated into the General Plan in 1978, 1981 and 1983. The inclusion of programs directly sponsored by the State and Federal governments and the effects of State and Federal regulations and tax policies on the viability of local programs are based on conclusions from the ongoing legislative monitoring activities of the City's housing staff and Sacramento and Washington representatives. Finally, the objectives for the "additional programs" listed in part 5 reflect the practical experience gained by the City in implementing these and similar programs.

3. Housing Assistance Program Objectives

a. Construction Activity Projections

The City of San Jose has projected a total dwelling unit production of approximately 20,200 units for the 1984-1989 time frame of the Housing Element. These figures assume an annual growth rate of 4%, or a slow increase in dwelling unit production in accordance with private economic forecasts, as opposed to the sharp rise in

production experienced after previous economic downturns.

While falling short of ABAG's total identified need, this projection reflects current economic outlooks and would be heavily influenced by factors such as a slowdown in the economic recovery, rapid decline in interest rates or conversely a rise in interest rates according to federal monetary policy.

b. Government Assisted Housing Programs

The 1984-89 five year goals for the City of San Jose low and moderate income housing are summarized as follows:

Rehabilitation of Substandard Units
925 Units; 675 owner, 250 renter

New Construction
7,442 Units; 2,700 owner, 4,742 renter

Conversion to Standard Units
208 Units

Home Improvements
1,000 Units

Of the above units, it is anticipated that the following will assist lower income households.

Rehabilitation of Substandard Units
767 Units; 570 owner, 197 renter

New Construction
2,817 Units; 207 owner, 2610 renter

Conversion to Standard Units
0 Units; 0

Home Improvements
1,000 Units; 950 owner, 50 renter

4. Continuing and Existing Programs

The following actions will be taken in implementing San Jose's five year goals:

a. The Use of the City's 20% Redevelopment Housing Fund

Under the requirements of California Redevelopment Law, as provided in Section 3334.2 of the Health and Safety Code, 20% of the tax increment funds from merged, amended, or newly created redevelopment areas utilizing tax increment financing must be set aside for hous-

ing purposes for low and moderate income households. These funds may be used for a variety of purposes such as land or building acquisition, construction financing, subsidies, land improvements, development of plans and paying the principal or interest on bonds and loans. Current projections estimate that at least \$38.1 million will be made available during the five years beginning July 1, 1984 for low and moderate income housing purposes.

This amount is less than originally projected due to an agreement between the City of San Jose and the County of Santa Clara, whereby up to 50% of funds for low and moderate housing from redevelopment tax increments will accrue to the County rather than the City of San Jose (i.e., the County of Santa Clara will also receive up to \$38.1 million). However, the agreement also specifies that half this allocation must be used to support services directly benefiting the citizens of the City of San Jose, such services to be mutually agreed upon by the City of San Jose and the County of Santa Clara. Because it is not known whether the County will be able to fully utilize their portion of the funds for qualifying low and moderate income housing programs, the \$38.1 million for the Redevelopment Agency's housing program – upon which the program goals cited below are based – should be regarded as a minimum.

It is the Redevelopment Agency's general criteria to make the funds available on a short term subsidy basis so that a revolving fund concept is developed. Generally, this means that the Redevelopment Agency is placed in a lending position with a general "rule-of-thumb" maximum payback period of seven years. Based on the revolving fund concept and other guidelines approved by the Agency board, these funds are anticipated to provide the following during the 1984-1989 period:

Rehabilitation:
190 units (126 owner, 64 rental)

New Construction:
2,190 units (1246 owner, 944 rental)

Of the above units, the following are projected to assist lower income households:

New Construction

249 ownership units, 944 rental units

Again, it should be stated that these figures are both a conservative estimate based on funds projected and do not take into account the county share which would directly benefit San Jose citizens.

b. The Use of Tax Exempt Multi-Family Housing Bonds

With the passage of California State Law AB 665 in 1982, San Jose is now able to issue tax-exempt bonds for the financing of Multi-Family rental projects. Under the provisions of Federal and state law, 20% of the units in projects financed under this mechanism must be utilized for low-income households through the use of this financing. The City of San Jose anticipates that such bonds will provide approximately 670 newly constructed rental units and approximately

130 rental units for low income per year. Recent proposals however, which would delete land and construction financing from eligibility under the federal regulations, would severely curtail the usefulness or attractiveness of such bonds. Should the legislation be amended to include these provisions, it is doubtful whether the objectives for this program could be met.

c. The Use of Single Family Tax Exempt Mortgage Revenue Bonds

San Jose has initiated a Single Family Mortgage Revenue Bond program intended to provide approximately 330 new construction owner occupied housing units per year. Recently, federal regulation approving such bonds have recently been postponed. Assuming eventual passage, the program would result in 1,650 new construction owner occupied dwelling units for the five year time frame.

d. Community Development Block Grant Funding

- San Jose's Housing Rehabilitation Program is expected to provide financing for the rehabilitation of 600 substandard housing units in specified target areas, all of which will be low income households. In addition, 350 home improvement loans will be financed on a city-wide bases under the City's "basic" or "Emergency Loan" programs. All of these units will be low income.
- The funding of Access California will provide 250 home improvement loans to low income, handicapped residents of the City.
- The funding of groups, such as Citizens Home Energy Conservation Program (CHEC), etc., is projected to provide weatherization and other related home improvements to 400 housing units over the next five years.
- In addition the City has utilized CDBG resources during the past year and will continue to fund, depending on resources and yearly review, programs which help fulfill the goal of housing dispersion and production. Examples of such non-profit programs are:



Organization**Function**

Housing Service Center	Assistance to tenants, landlords, and homeowners in dealing with housing problems such as discrimination, eviction, rental agreements, and mortgage defaults.
Community Housing Developers	To develop housing for low and moderate income residents through new construction and rehabilitation.
Housing for Independent People	To develop and rehabilitate People housing for disabled individuals.
Project Match	To assist eligible households and individuals (primarily seniors) in establishing and sharing living quarters.
Shared Housing	To assist single-parent families and others in established shared living arrangements.

e. Urban Development Action Grant

The city has received pre-application approval for an Urban Development Action Grant (UDAG). The City is currently investigating appropriate projects for the program.

f. Other Potential Programs

The City will continue to utilize when available and provide information whenever possible on the following programs:

Program	Type
California Housing Finance Agency, (CHFA), Home Loans	New Construction – owner assistance
Cal-Vet Home Loans	"
Section 202	"
Section 221(d) Below-Market Interest Rate	"
California Housing Finance Agency (CHFA), Multi-Family Direct Lending Program	New Construction – rental assistance, (Program currently under consideration for renewal)
Cal-Vet Loan	Existing Housing Units – owner (Purchase) assistance
90% mortgages	"
Section 8 (existing)	Existing Housing Units – rental assistance
Cal-Vet Home Loan	Rehabilitation – owner – occupant assistance
Section 312	Rehabilitation – owner – occupant assistance, (Property owner in CDBG Target area or Redevelopment Project Area)
Section 312	Rehabilitation – absentee – owner assistance (Absentee owners in CDBG Target Area or Redevelopment Project Area)

5. Additional Programs

While housing assistance programs are available for owner occupants and renters, in terms of new construction, existing and rehabilitated units, the need for assistance to renters far exceeds the needs of homeowners. In light of this need and in addition to continuing and existing programs, the following programs will be considered by San Jose, with an emphasis on assisting renters.

Program	Target Date	Objectives
a. The City Administration should study and recommend landbanking of sites for lower-income housing, consistent with the goals and policies of the General Plan and considering a variety of funding sources.	Ongoing	No quantifiable objectives. Landbanking is to be used as one technique in meeting the government-assisted housing program objectives, such as was done in the landbanking of 6.2 acres in 1983 using Redevelopment 20% funds.
b. The City should consider Marks-Foran Revenue Bonds to finance the rehabilitation of renter- and owner-occupied units in designated deteriorating areas, if feasible.	Ongoing	The Administration will continue to monitor legal and bond market conditions to determine the feasibility of program for the sale of such bonds and report favorable findings to the Council.
c. Selected rezoning of properties with zoning inconsistent with the Land Use/Transportation Diagram should be initiated when necessary to implement the Residential Land Use and Housing goals and policies.	Ongoing	No quantifiable objectives. City-initiated rezoning should be recognized as a means of implementing the City's housing program and should be recommended by the Administration, Planning Commission and City Council when deemed necessary, as in the Foxworthy/Plummer case in early 1984.
d. Private sector financial institutions should be encouraged to participate in the revitalization of neighborhoods through residential rehabilitation programs.	Ongoing	The Administration should continue to work with banks and other lending institutions to develop and implement such programs, where feasible.
e. The City should work with other local, regional and state government bodies to implement a "fair-share" concept, resulting in the dispersion of lower-income housing throughout all communities and neighborhoods.	Ongoing	This program is implemented through the ABAG Housing Needs Determination process at the regional level and through the development review process locally.
f. Private sector financial institutions should be encouraged to established below market rate housing finance programs.	Ongoing	The Administration should continue to work with banks and other lending institutions to implement such programs, where feasible.

- | | | |
|--|---------|---|
| <p>g. Families and individuals displaced by the City's property acquisitions are provided relocation assistance in conformance with applicable State and Federal requirements.</p> | Ongoing | The Administration will continue to provide such assistance, including information on the availability, price and location of comparable housing, relocation payments and other referral and counseling services. |
| <p>h. Structurally sound housing units scheduled for demolition because of public improvement projects and which are suitable for relocation should be relocated in compatible neighborhoods when appropriate vacant land can be found.</p> | Ongoing | The City should continue to offer such units for sale to be relocated and will continue to administer the Building Relocation Permit process in such a way as to insure that relocated units are compatible with their new surroundings. |
| <p>i. The City should develop residential design guidelines in order to facilitate the development review process and promote quality architecture and site planning.</p> | 1985 | Funding to underwrite this program is proposed in the draft 1984-85 Program Budget. |
| <p>j. The government-assisted housing program should be reviewed periodically in order to re-evaluate needs and priorities within the program and to consider new program opportunities.</p> | Ongoing | This program is accomplished annually in the Housing Assistance Program review and update process. |
| <p>k. The City should periodically review and evaluate development controls and regulations, development and building standards, development policies and processing procedures to ensure that they are consistent with and are effectively implementing the housing and other policies of this Plan, one of which is to streamline the development review process.</p> | Ongoing | Monitoring of processing times is accomplished through the annual budget process. For other parts of this program, an annual development activity monitoring program is proposed as part of the General Plan Annual Review and Amendment Process. |

G. Annual Review and Amendment Process

The Annual Review and Amendment Process provides an opportunity to update and refine the City Council policy expressed in the General Plan and to monitor and evaluate the progress of the implementation strategies and programs incorporated therein. This process is the vehicle by which both the City and private property owners, developers, community groups or individual citizens request changes to the planned land uses on property or propose changes to the Goals and Policies of the Plan. The process includes the review of proposed expansions to the Urban Service Area thus allowing the City Council to evaluate the necessity for further urban expansion, consistent with the Plan's Urban Service Area goals and policies. The Annual Review and Amendment Process affords the opportunity to refine the Plan based on changing conditions and community needs.

In the Annual Review process, the the Planning Commission and City Council should consider current development trends to determine the City's progress in achieving the economic and housing development goals established in the Plan. Information which could be considered includes vacant land absorption, residential versus economic development, amounts and value of non-residential construction, number and types of housing units authorized by building permit, and activity levels in such processes as zonings, annexations, and building permits. Other information which could be considered includes the current capacity status of major infrastructure systems which are addressed in General Plan level of service policies (transportation, sanitary sewers and sewage treatment), transit-ridership statistics and other measures of peak-hour diversion from single occupant vehicles, and the levels of police, fire, parks and library services being provided by the City. This information on the progress in achieving the economic and housing development goals and the level of service goals of the General Plan should be used in the 1987 Annual Review to assess the Urban Reserve prerequisite criteria and forecast when those prerequisite criteria might be satisfied.

The Annual Review and Amendment process includes citizen participation, both through community meetings to familiarize the general public with the amendment proposals as well as at the formal public hearings before the Planning Commission and City Council. The Annual Review process takes place in the fall of the year, with a deadline for submittal of amendment requests of June 1st.

H. Special Implementation Programs

1. Hillside and Greenbelt Assessment Study

The General Plan includes as one of its major strategies the establishment of a Greenline to define the ultimate edge of the urbanized area. This Greenline is to include the baylands, the hillsides within the San Jose's sphere-of-influence and the rural/agricultural area in the south Coyote Valley Greenbelt.

The major objectives of the Greenline concept are as follows:

- Provide a permanent urban edge around San Jose, including a separation between the urbanized areas of San Jose and Morgan Hill.
- Devise long-term strategies for the preservation and enhancement of the natural resources in these areas, particularly the scenic and watershed values of the hillsides and the agricultural production and scenic values of the south Coyote Valley.

The implementation of the Greenline concept should be based on more specific and detailed study than was possible during the formulation of the city-wide General Plan. Therefore, a comprehensive study of the Greenline should be prepared. The study should consist of an assessment of existing conditions in the proposed Greenline areas, an evaluation of potential land use and development options and associated infrastructure and service costs, and an analysis of potential methods and techniques for permanent preservation of the open space character of these areas. Specific attention should be given to the possibility of establishing trails/pathway links over hillside areas between the Almaden Valley and Coyote Creek, between Coyote Creek and Thompson Creek, and between Montgomery Hill Park and Grant Ranch County Park.

The assessment of existing characteristics of the Greenline areas should include information on geotechnic and other hazard conditions, aesthetic and scenic resources, water resources, and soils characteristics relative to agricultural production in the Coyote Valley. This information plus consideration of relevant economic factors should be used in the evaluation of appropriate future land



Aerial View of Evergreen Valley and Silver Creek
Air Photo Inc.

uses within the diverse areas proposed for inclusion in the Greenbelt.

There are many potential techniques which can be utilized to accomplish permanent open space preservation. The study should include a thorough investigation of potential preservation methods and an analysis of using a combination of techniques to implement the Greenline strategy. The potential techniques would include public ownership of Greenline lands, transfer of development credits, the approval of some limited amount of development in exchange for the dedication of open space or scenic easements and tax and other financial incentives for property owners to maintain open space uses. The study should also include consideration of the potential participation of the City of Morgan Hill and the County of Santa Clara and the possibility of creating a new special purpose district for open space preservation in implementing the Greenline strategy.

2. Infill Housing Opportunities Study

The General Plan stresses infill development as a key strategy to both accommodate planned new housing and maximize efficiency of urban services. The amount of residential dwelling unit capacity proposed in the Plan incorporates assumptions regarding future infill development which will occur on various sites not specifically designated on the Land Use/Transportation Diagram for residential use. These sites can be described in three main categories: 1) vacant parcels along major/minor arterial streets, 2) surplus school sites, and 3) sites with outmoded uses which are proposed for private sector-sponsored redevelopment.

The Plan recognizes the sensitivity with which infill development must be planned and implemented, particularly near established neighborhoods. For this reason, an Infill Housing Opportunities Study is recommended by this Plan, in order to thoroughly analyze sites where infill opportunities are available throughout the City and to develop land use guidelines and recommendations for implementing infill development. In addition, since these sites are not specifically identified for Residential Use on the Land Use/Transportation Diagram, the Study should recommend how to designate potential sites. The Study should include consideration of using the powers of the Community Redevelopment Law to implement infill housing on such large sites as vacant canneries. Finally, the work program for the Study should include early consultation with neighborhood organizations to solicit their input in designating sites and areas to be evaluated.

A clear set of land use guidelines for infill development would allow developers to propose projects to be consistent with the General Plan. The Plan recommends a separate study to develop site and architectural design guidelines for infill residential projects.

I. Implementation of the General Plan by Other Agencies

The City of San Jose is not the sole agency which will implement this General Plan. For instance, it is intended that this Plan be utilized by other public agencies and by utility companies in planning the delivery of services to San Jose residents and businesses. And the Santa Clara County General Plan does not include a land use plan for the territory within San Jose's Urban Service Area. For this area, the County General Plan specifies that development on unincorporated lands conform to the City's General Plan and be of a use and density which is compatible with the City's General Plan.

For the above and other purposes where the determination of consistency, compatibility or conformance of any proposal with this General Plan depends on an exercise of discretion (for example, an application of a Discretionary Alternate Use Policy), such discretion is solely within the purview of the City of San Jose. Any agency proposing to apply the provisions of this General Plan to a proposal can seek a determination of such consistency, compatibility or conformance by filing a written request with the Director of Planning of the City of San Jose.

VII. References

A. Legislative Mandate

The following are the primary page references in this General Plan for each of the nine general plan elements mandated by California Government Code Section 65302.

Land Use Element

Land Use/Transportation Diagram; Maps incorporated by reference; pages 1-123, 125-126, 138-141.

Circulation Element

Land Use/Transportation Diagram; Scenic Routes and Trails Diagram; Pages 1-5, 14, 24-37, 42-50, 54-63, 68-70, 75-76, 78-82, 87-104, 108-109, 111-112, 116-122, 125-127, 138.

Housing Element

Land Use/Transportation Diagram; Housing Appendix; pages 1-5, 11-43, 45-53, 77-92, 94-104, 108, 113-115, 124-126, 128-141.

Conservation Element

Land Use/Transportation Diagram; Natural Resources Map; Maps incorporated by reference; pages 1-13, 24-40, 46-53, 56, 62-63, 71-85, 101-104, 110-112, 125, 138-140.

Open Space Element

Land Use/Transportation Diagram; Natural Resources Map; Natural Hazards Map; Open Space Appendix; Maps incorporated by reference; pages 1-13, 24-41, 46-50, 54-58, 62, 64-85, 95-104, 108-113, 119-127, 138-140.

Noise Element

Land Use/Transportation Diagram; Noise Appendix; Maps incorporated by reference; pages 1-5, 24-37, 42-43, 45-46, 49, 61, 63, 71, 77-79, 82-84, 92-93, 108, 116-119, 123-126, 138.

Seismic Safety Element

Land Use/Transportation Diagram; Natural Hazards Map; Maps incorporated by reference; Seismic Safety Appendix; pages 1-10, 24-37, 42-43, 51-52, 62, 77-82, 85, 110-111, 123-126, 138-140.

Scenic Highways Element

Land Use/Transportation Diagram; Open Space Appendix; Natural Resources Map; Scenic Routes and Trails Diagram; pages 1-10, 24-37, 47-50, 68-70, 92-93, 119-122, 125-126, 138-139.

Safety Element

Land Use/Transportation Diagram; Natural Hazards Map; Maps incorporated by reference; pages 1-10, 24-37, 42-43, 52, 59, 62-63, 77-85, 110-111, 123-126, 138-140.

B. Glossary

Acceptable

Satisfactory or adequate.

Acceptable Risk

A hazard which is deemed to be a tolerable exposure to danger given the expected benefits to be obtained.

Agency

The department, office or administrative unit responsible for implementing regulations.

Agency

The examination of a subject, particularly its component parts and their interrelationships.

Appropriate

An act, condition or state which is considered suitable.

Baylands

Areas that are permanently wet or periodically covered with shallow water, such as saltwater and freshwater marshes, open or closed brackish marshes, swamps, mudflats and fans.

Community Service Area

A geographic subarea of the City used for the planning and delivery of parks, recreation and other human services based on an assessment of the service needs of the population in that subarea.

Compatible

Capable of existing together without disharmony or deleterious effects.

Conservation

The management of natural resources to prevent waste, destruction or neglect.

Critical Facility

Facilities housing or serving many people or otherwise posing unusual hazards in case of damage from or malfunction during an earthquake, such as hospitals, fire, police and emergency service facilities, utility "lifeline" facilities, such as water, electricity and gas supply, sewage disposal and communications and transportation facilities.

Development

The physical extension and/or construction of urban land uses.

Discourage

To advise or to persuade to refrain (from).

Downtown Core Area

That area in Downtown San Jose bounded by Julian Street to the north, Fourth Street to the east, Highway 280 to the south and Highway 87 to the west.

Downtown Frame Area

Certain neighborhoods surrounding the Core area, shown on Map 4, in which higher intensity land uses can support the Downton Revitalization strategy.

Encourage

To stimulate or foster a particular condition.

Feasible

Capable of being done, executed or managed successfully.

Fifteen Percent Slope

A slope defined by fifteen units of vertical elevation per one-hundred units of horizontal distance, measured on a line perpendicular to contours of equal elevation.

Fifteen Percent Slope Line

A line at the edge of the floor of the Santa Clara Valley which connects lowest-elevation points of fifteen percent or steeper slope.

Floodway

The channel or course which the flood waters follow.

Geologic Review

The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding and the potential for erosion and sedimentation.

Goal

An ultimate purpose, aim or end that the City strives to attain.

Grasslands

Land reserved for pasturage or mowing, in which grasses are the predominant vegetation.

Hazardous Material

An injurious substance, including among others pesticides, herbicides, poisons, toxic metals and chemicals, liquified natural gas, explosives, volatile chemicals and nuclear fuels.

Hillsides

All territory above the fifteen percent slope line, which may include lands with slopes of less than fifteen percent.

Infill Development

Development on land within areas which are largely developed, as opposed to largely undeveloped areas at the periphery of the City where development would constitute outward expansion.

Implementation

An action, procedure, program or technique that involves the carrying out of policies.

Ldn

(Day-Night Average Sound Level) The A-weighted average sound level in decibels during a 24-hour period with a 10 db weighting applied to night-time sound levels.

Level of Service "D" (Transportation)

Defined in San Jose City Council Policy No. 5-3 (see Council Policy Manual).

Level of Service "D" (Sanitary Sewers)

Defined in San Jose City Council Policy No. 8-7 (see Council Policy Manual).

Local Streets

Same as "Minor Streets".

Low-income Household

A household with an annual income of no more than 80 percent of the Santa Clara County median household income by household size, as determined by a survey of incomes conducted by the City or by the County of Santa Clara, or in the absence of such a survey, based on the latest available income estimates provided by the U.S. Department of Housing and Community Development.

Major Streets

The transportation network which includes highways, freeways, major arterials and collectors to service through traffic.

Manufacturers

People engaged in making or processing a product.

Marine-life

Living organisms existing in the sea.

Maximum Building Height

The highest elevation above ground level of any part or element of a building or structure, including antennas, elevator or utility pent-houses, air conditioning equipment, and the like.

May

That which is permissible.

Minimize

To reduce or lessen but not necessarily to eliminate.

Mining

The act or process of extracting resources from the earth such as coal, minerals.

Minor Streets

Streets not shown on the Transportation Diagram, whose primary intended purpose is to provide access to fronting properties.

Mitigate

Avoid to the extent reasonably feasible.

Moderate-income Household

A household with an annual income of between 80 and 120 percent of the Santa Clara County median household income by household size, as determined by a survey of incomes conducted by the City or by the County of Santa Clara, or in the absence of such a survey, based on the latest available income estimates provided by the U.S. Department of Housing and Community Development.

Natural State

The condition existing prior to urban development.

Necessary

Essential or required.

Non-attainment

The act of not obtaining or achieving a desired level of performance.

Policy

A specific statement of principle or of guiding actions which implies clear commitment but which is not mandatory.

Quasi-public Use

(1) Privately owned and operated activities which are institutional in nature, such as hospitals, museums and schools; (2) churches and other religious institutions; (3) other non-profit activities of an educational, youth, welfare or philanthropic nature which cannot be considered a residential, commercial or industrial activity; and (4) public utilities.

Rare or Endangered Species

A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations Section 17.11 or 17.12 pursuant to the Federal Endangered Species Act as rare, threatened or endangered.

Recognize

To identify or perceive a given situation.

Regulation

A rule or order prescribed for management or government.

Restore

To renew, rebuild, reconstruct to a former state.

Restrict

To check, bound or decrease the range, scope or incidence of a particular condition.

Risk

The danger or degree of hazard.

Shall

That which is obligatory or necessary.

Should

Signifies a directive to be honored in the absence of significant countervailing considerations.

Undue

Not proper or more than necessary.

Watershed

The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse which drains into a lake or reservoir.

Wilderness Areas

Uncultivated and unimproved areas which are not readily accessible.

Wildlife

Animals and/or plants existing in their natural habitat.

Wildlife Refuge

An area maintained in a natural state for the preservation of both animal and plant life.

Woodlands

Lands covered with woods or trees.

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